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O K SAUCE THE COLD MEAT SPECIALITY

43

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,837. 第一萬九千八百卅七號 辛酉年拾二月初拾日 HONGKONG, SATURDAY, JANUARY 7TH, 1922. 禮拜六 中華民國拾一年正月七號 PRICE, $3 PER MONTH

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is bad at any time; but where your eyes are concerned, delay may be injurious.

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Pommery & Greno	$94	$97	„
Veuve Clicquot	94	97	„
Bollinger	92	95	„
Piper Heidsieck	90	96	„
Geo. Goulet	90	93	„
Delbeck	44	46	„

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[39

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m. an 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 „ „ 11.00 „ „ 10 „
11.30 „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or a Cheque or Compradore Order representing Bank Notes.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1 Local a.m. Sundays only	No. 13 Local a.m.	No. 3 Local a.m.	No. 7 Local a.m. Sundays & Public Holidays only	No. 11 Local a.m.	No. 5 Through Express a.m.	No. 15 Local a.m.	No. 19 Joint Sectional 3rd and Goods p.m. Except Sundays and Customs Holidays	No. 21 Local p.m.	No. 9 Through Slow p.m.	No. 23 Local p.m.	No. 25 Local p.m.	No. Thro Exp. p.m.
CANTON (Tai Sha Tau)	dep.						8.00		—		8.45			
SHEK LUNG	dep.						9.15		9.30		11.45			
Shum Chun	dep.		7.33	8.09	9.33	10.37	11.19	11.40	1.55	3.53	4.36	5.11	6.08	—
Sheungshui	dep.		7.39	8.13	9.34	10.44	—	11.47	2.00	3.04	4.44	5.16	6.13	—
Fanling	dep.		7.33	8.18	9.38	10.48	—	11.51	2.08	3.10	4.48	5.24	6.17	—
Taipo Market	dep.		7.43	8.30	9.46	10.55	—	12.02	2.17	3.21	5.01	5.38	6.27	—
Taipo	dep.		7.47	8.34	10.12	11.05	—	12.07	2.22	3.27	5.05	5.47	6.31	—
Shatin	dep.		8.00	8.47	10.25	11.18	—	12.21	2.36	3.40	5.22	5.50	6.44	—
Yaumati	dep.	7.27	8.14	9.00	10.38	11.33	—	12.34	2.49	3.53	5.37	6.03	6.56	—
KOWLOON	arr.	7.35	8.23	9.09	10.46	11.38	11.45	12.43	2.57	4.01	5.45	6.10	7.04	7.21

UP TRAINS

Stations		No. 2 Local a.m.	No. [illegible] Local a.m. Sundays only	*No. 6 Through Express a.m.	No. [illegible] Local a.m. Sundays & Public Holidays	No. 8 Through Slow a.m.	No. 12 3rd Class and Goo a.m. Except Sundays & Customs Holidays	No. 14 Local a.m.	No. 20 Joint Sectional Noon	No. 22 Local p.m.	**No. 16 Thro. Expr. p.m.	No. 24 Local p.m.	No. 26 Local p.m.	No. Local p.m.
Lan Ferry leaves Hongkong	—	6.25	6.55	7.55	8.25	8.45	9.25	10.11	11.45	1.05	2.45	4.15	5.15	6.35
KOWLOON	dep	6.41	7.10	8.07	8.35	9.15	9.40	10.25	12.00	1.15	3.00	4.34	5.27	7.00
Yaumati	dep.	6.51	7.12	—	—	9.25		10.35	12.09	1.27	—	4.43	5.37	7.10
Shatin	dep.	7.05		—	—	9.35		10.50	12.21	1.38	—	4.56	5.53	7.32
Taipo	dep.	7.17		—	9.03	9.49		11.03	12.31	1.49	—	5.08	6.03	7.44
Taipo Market	dep.	7.23		—	—	9.57		11.08	12.36	1.56	—	5.12	6.07	7.49
Fanling	dep.	7.33		—	—	10.02		11.15	12.43	2.05	—	5.22	6.17	7.59
Sheungshui	dep.	7.36		—	9.13	10.12		11.22	12.52	2.10	—	5.27	6.31	8.03
Shum Chun	arr.	7.44		10.10	9.19	10.19	10.30	11.30	12.58	2.16		5.33	6.37	8.09
SHEK LUNG	arr.	—		10.47	—	2.12		—	4.30	—	5.30	—	—	—
CANTON (TaiShaTau)	arr.	—		12.10	—	3.34		—	—	—	6.45	—	—	—

* Will stop at Taipo and Sheungshui, except on Sundays, for First-Class Passengers on Notice being given to the guard at Kowloon.

** Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.20
Shataukok ...arr.	8.40	12.25	3.15	7.15

	a.m.	a.m.	p.m.	p.m.
Shataukok...dep.	6.30	10.15	1.05	5.00
Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. THOS. COOK & SON, Hongkong, or from The American Express Company, Hongkong.

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H. P. WINSLOW, Manager.

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Y10—12 in cities and some popular resorts.
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Mampei Hotel
Kobe:—
Oriental Hotel
Tor Hotel

Kyoto:—
Kyoto Hotel
Miyako Hotel
Matsushima:—
Park Hotel
Miyajima:—
Miyajima Hotel
Miyanoshita:—
Fujiya Hotel

Nagasaki:—
Japan Hotel
Nara:—
Nara Hotel
Nikko:—
Kanaya Hotel
Nikko Hotel
Osaka:—
Osaka Hotel
Shimonoseki:—
San-yo Hotel

Shizuoka:—
Daitokwan Hotel
Tokyo:—
Imperial Hotel
Tokyo Station Hotel
Tsukiji Seiyoken Hotel
Yokohama:—
Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo Seoul):—
Chosen Hotel
Fusan:—
Fusan Station Hotel
Shingishu:—
Shingishu Station Hotel

IN MANCHURIA

Changchun:—
Yamato Hotel
Dairen:—
Yamato Hotel
Hoshigaura:—
Yamato Hotel

Hotel (Mukden):—
Yamato Hotel
Ryojun (Port Arthur):—
Yamato Hotel

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HEAD OFFICE:—TIENTSIN

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HONGKONG.

28

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From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

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Further information may be obtained at the Company's Office, Union Building, or from Messrs. THOS COOK & SON, and the American Express Company, Hongkong.

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By Special Appointment To H.M. The King of Siam.

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:o:

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Proprietress.

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NEW WHITE OAK 8-HOOP BARRELS IN SHOCKS,

Complete with hoops, rivets, glue, bungs, and nails.
Ex. Shanghai Stock,
Sacrifice prices.

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DE-NO-FA (China)
29, Canton Road,
Shanghai.

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NOTICES TO CONSIGNEES

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID COLOMBO AND STRAITS.

THE S.S.

S. S. "GLENSHANE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 10th Jan., 1922, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 10th Jan., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 3rd January 1922. [150

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM BELAWAN DELI, PENANG AND SINGAPORE.

THE Steamship

"VAN OVERSTRATEN"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the January 9th, 1922, will be subject to rent.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
Agents.

Hongkong, 2nd January, 1922 159

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 5th January.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th Jan., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th Jan., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents

Hongkong, January 5th, 1922 [171

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and unused

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HOTELS

HONGKONG HOTEL.

PEAK HOTEL

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13]

KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.
Telephone on each floor
Hotel Launch meets all Steamers.
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Tel Address VICTORIA.

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J. WITCHELL,
Manager.

THE VICTORIA HOTEL

CANTON.

Situated on the British Concession, Shameen
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention give to Tourists.

Reasonable Rates.

WM. FARMER ... ...Proprietor.
CHRISTOPHER BUTTON ...Manager

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PALACE HOTEL, KOWLOON,
Corner of Haiphong & Hankow Rds.

Tel. K. 3 Tel. Address Palace.

TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor

BAR AND BILLIARD ROOMS
TERMS MODERATE.

Special arrangement for families on application to—

J. H. OXBERRY,
Proprietors.

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ORIENTAL HOTEL SWATOW

Good location.
Excellent accommodation
First-class cuisine.
Moderate terms.

CABLE ADDRESS: ORIENTAL.

17

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO.,

COAL, GENERAL IMPORTS AND EXPORTS

Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTABE, KISHIDAKE YOSHINOTANI, HOJO, NAMAZUTA, SAYCK SHINNEW, KANADA, KAMIYAMADA BIBAI & OYUBARI.

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Cable Address:—IWASKISAL,

Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co
The Osaka Marine and Fire Insurance Co.

For particulars apply to—
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SHIPBUILDERS AND ENGINEERS.
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15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
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White
Evening Dress
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A ready-to-wear smartly cut Dress Waistcoat in various washing cloths or Silk Poplin.
Perfect fit ensured as we stock these in every inch of chest measurement from 34 to 42, and in various lengths.

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New Address

Telephone 29

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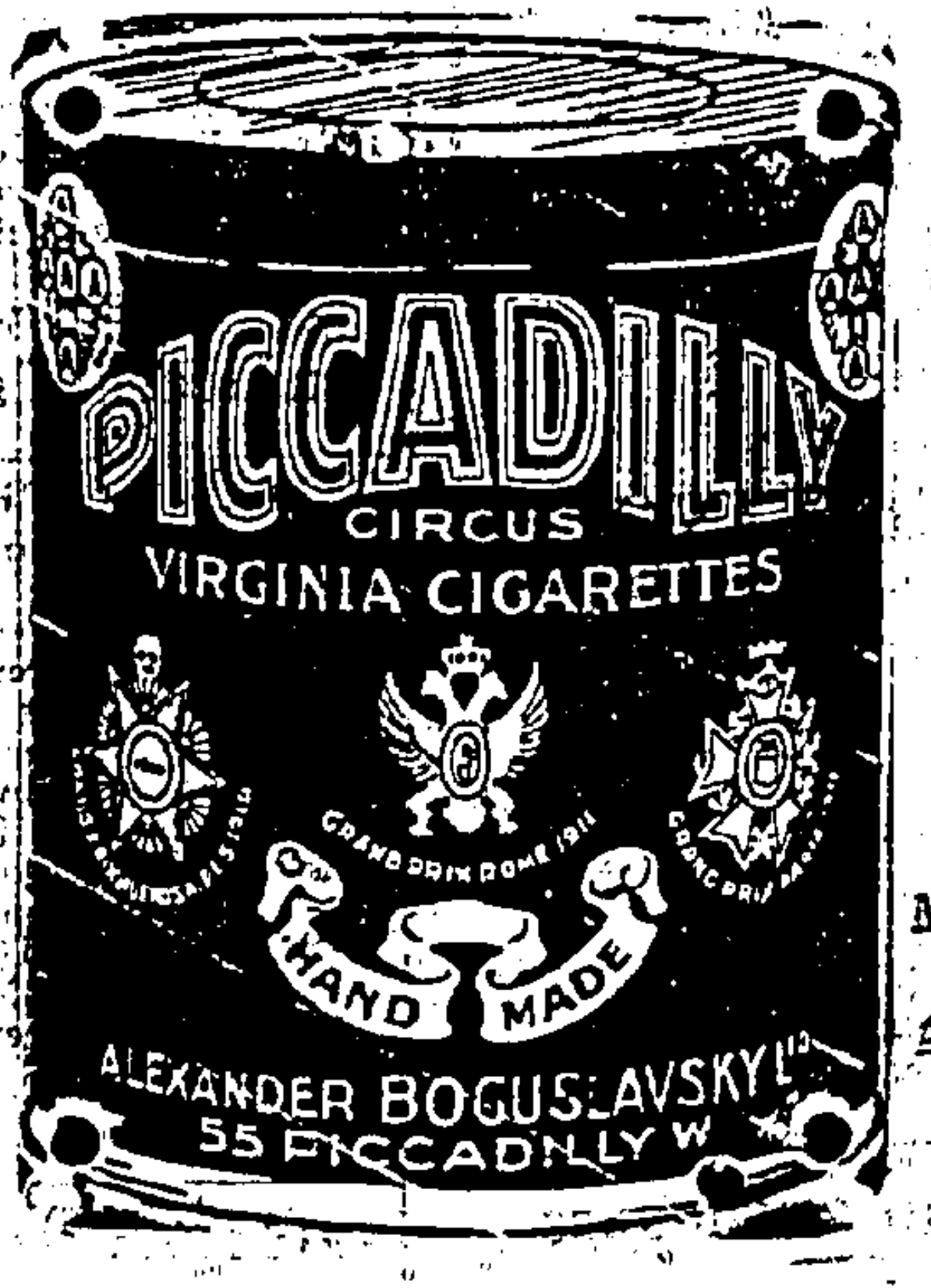

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TYRES RETREADED—SIZES 28 x 3 to 36 x 6

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SINGAPORE A NAVAL BASE.

Mr. W. G. St. Clair writes to the *Free Press*:—May I, as one whose duty it has been occasionally to discuss naval matters as relating to the Pacific and to Singapore during many years, offer a few observations that may aid to a consideration of the subject.

In relation to the problems of the Pacific, and the responsibilities of the British Empire in their evolution, it may be stated that the strategic front, for Britain, lies from the Gulf of Siam through the Malay Archipelago, *via* Papua to New Zealand. For that line Singapore is the left base of operations Sydney the right base, the front itself facing north-east. Hongkong, with Mirs Bay, would be an advanced tactical base on the left; Thursday Island, on the right.

If France were an ally, that would include Kamranh Bay, in Cochin China, as a naval base. If the United States then Olongapo, near Manila Bay, would be a joint base. If China, then Kiaochou.

Singapore, being situated at the gateway into Far Eastern waters, and at the convergence of the sea lines of communication and supply *via* the Canal and the Cape, must, for those reasons, be the main strategic base. And for all war operations it would be the chief naval point d'appui.

But during peace, and for ordinary maintenance and training, Singapore would not be a naval base of any importance. No main fleet could repose on Singapore, nor could it ever be the chief resort of its naval units. Singapore's climate is equatorial, and for health reasons no warship is allowed to remain there, on station, for any longer than is necessary. Our China squadron makes Hongkong its base, but for a large part of the year, for health reasons, the squadron will be found to resort to ports in Japan.

For a ship's company in a tropical climate to have to live day and night for a long time within steel hull, which stores heat readily and parts with it slowly, would mean, for officers and men a gradual deterioration of physique and resisting power.

For that reason, which is all-important, Singapore can never be of the nature of a permanent base, as is Portsmouth, Plymouth, or Rosyth.

FOREIGN POST OFFICES IN CHINA.

Great Britain, France, Japan, Russia, Germany and the United States are the Powers which have or have had their own post offices and which will be affected if the Pacific Conference decides definitely to abolish all foreign post offices in the Republic. Foreign post offices in China are distributed as follows:—

Great Britain: Amoy, Canton, Chefoo, Foochow, Hankow, Ningpo, Shanghai, Swatow, Tientsin, Weihaiwei, Kashgar and three post offices in Tibet.

Japan: Amoy, Foochow, Chefoo, Chinkiang, Hangchow, Hankow, Kiukiang, Nanking, Newchuang, Peking, Shankaikwan, Shasi, Shanghai, Soochow, Swatow, Tangku, Wuhu, Kiaochow, Tsinan and an indefinite number in the Three Eastern Provinces, or Manchuria.

France: Amoy, Canton, Chefoo, Hankow, Wuchow, Mengtse, Ningpo, Peihai, Peking, Tientsin, Shanghai, Yunnan and Chunking.

Germany: There were 17 German post offices in China on March 15th, 1917, all of which were closed by China's entrance into the World War.

Russia: The 28 Russian post offices in China were cancelled when China withdrew recognition of the Russian Minister and the Russian Consuls in China.

The United States: The American post office in Shanghai is the only American post office in China.

SINO-GERMAN TRADE.

The Government Bureau of Economic Information states that the total value in exports for 1920 of Sino-German Trade shows an increase of 7,015,813 H.K. taels over the figure for the previous year, H.K. Tls. 164,234. The following table gives the export figures for the last ten years:—

1911	H.K. Tls. 36,500,000
1912	35,400,00
1913	46,300,000
1914	28,700,000
1915	160,543
1916	24,820
1917	50
1918	—
1919	164,234
1920	7,179,047

EARL HAIG'S THANKS TO LOCAL SCOTS.

The following acknowledgment has been received by the Hon. Mr. A. O. Lang, President of the Hongkong St. Andrew's Society, from Field-Marshal Earl Haig, dated November 28th, 1921:—

DEAR SIR,—I have received from the Hongkong and Shanghai Banking Corporation a cheque for £250, this being a donation from the members of your Society for Field-Marshal Earl Haig's Appeal for ex-service men.

I am instructed by Earl Haig to convey to you his very grateful thanks for this very generous donation. The Field-Marshal is gratified to know that Scotsmen so far from their native shores do not forget the troubles and distress existing amongst their fellow-countrymen at home.

He will be obliged if you will convey this expression of his thanks to the members of the Society who have so generously responded to his Appeal.—I am, sir, yours faithfully,

(Sgd) W. G. WILCOX,
(Captain, Organising Secretary, Appeal and Publicity Branch.)

THE VOYAGE OF THE "CUTTY SARK."

A VOYAGE OF 37,177 MILES.

A little more than a year ago, on November 4th, 1920, the steam yacht *Cutty Sark*, belonging to Major Keswick, of the firm of Messrs. Jardine, Matheson & Co., left Stranraer, in Scotland, for a voyage round the world. She was built for Major Keswick by Messrs. Yarrow & Co., Ltd., on the Clyde, from material prepared for the latest type of torpedo destroyer, the Admiralty order being cancelled on declaration of the Armistice. The *Cutty Sark* was named after the famous tea clipper of that name, sometime chartered by Messrs. Jardine, Matheson & Co., which was built in 1869. This old clipper, whose first voyage to Shanghai was made in 97½ days, and which on one occasion made 362 and 363 knots in 24 hours on two successive days, is still sailing the seas, being now under the Portuguese flag and named the Ferreira.

The *Japan Chronicle* says:—We have just received a copy of the log of the steam yacht *Cutty Sark*, issued privately, beautifully printed, and containing well-executed reproductions of a large number of interesting photographs. The steam yacht is of a length of 273 feet, with a beam of 25½ feet, her draught being 9½ feet and registered tonnage 339½, with a displacement tonnage of 1,467. She has twin-screw geared turbines, burns oil, and runs at 15 knots but can develop 22 knots per hour. The vessel has three guest cabins with bath-rooms, a dining saloon and smoking saloon, and an observation room with a clear view over the forecastle deck. On leaving Stranraer (in charge of Captain J. M. Wright) she had on board Major and Mr. Keswick and maid, and as guests Miss Lyall and Messrs. J. Orange (well known for his interest in Japanese art), E. Bibby, and R. Gordon. The first port made was Bordeaux, where the vessel, while moored at the quayside, was rammed by a Dutch steamer, a hole being cut through the skin which was repaired by a patch-plate. This appears to have been the only misadventure of the voyage. From Bordeaux a course was shaped for Gibraltar across the Bay of Biscay, where the weather was rough and squally. From Gibraltar the *Cutty Sark* proceeded to Marseilles, *via* the Balearic Isles, and then to Monaco, Port Said being reached on December 1st. After passing through the Red Sea there was a call at Aden, where Mrs. Keswick and Miss Lyall returned to England, Mrs. Keswick afterwards rejoining her husband at Yokohama *via* America. From Aden the *Cutty Sark* proceeded to Cochin by way of Kalpeni in the Laccadive Islands, where the natives, believing Major Keswick to be the Government Inspector, gave a war dance and stated that the island had not been visited for about ten years. Cochin was found interesting as the earliest Portuguese settlement in India. Then to Colombo, Rangoon, Penang, Singapore, Bangkok, Saigon, and Hongkong, where Captain Wright resigned on account of illness, and was succeeded by Captain H. E. Gillroy, R.N.R., O.B.E. The vessel arrived at Yokohama from Shanghai on March 4th this year, and after a stay there proceeded to Nagasaki through the Inland Sea, afterwards calling at Fusan, Chemulpo, Weihaiwei, Tsingtau, and Shanghai, steaming up the Yangtsze to Hankow, and then returning by much the same route, but calling at Tientsin in addition. Kobe was reached again on May 20th, Yokohama on May 22nd, the latter port being left on the 22nd for Honolulu, Hilo, and Kealakekua, in the Hawaiian Islands. A course was then set for San Diego in California, which was reached on June 15th. Santa Cruz in Mexico on June 24th, and the Panama Canal passed on June 30th. Various ports in the West Indies were visited, and Southampton was reached *via* Lisbon on July 22nd. The total length of this trip round the world was 37,177 miles. It was productive of much interest, as the log-book shows, and the little publication forms a pleasant record of a valuable experience.

MR. BELILIOS'S YACHT.

FORTY-SIX DAYS' VOYAGE FROM ADEN.

The British sailing yacht *Dwyn Wen*, put into Colombo harbour early in the morning of December 5th from Aden after extraordinary experiences, says the *Times of Ceylon*. The yacht sailed from Southampton and arrived in Aden *via* Gibraltar, Malta and other Mediterranean ports. The voyage during this run was uneventful, the weather being very favourable. At Aden provisions sufficient to last for the voyage to Colombo were procured and the yacht sailed for this port with a fair wind blowing. Owing to the lack of wind the vessel took 46 days to reach this port. A fortnight from Colombo her provisions ran short and the crew were compelled to subsist on ships' biscuits which, as the Captain remarked to a representative of the *Times of Ceylon*, they did cheerfully.

"The yacht drifted away as she liked, remarked the skipper, and we naturally wondered when we should have the pleasure of calling here. The voyage of 46 days was, but for the want of food, a pleasant one and we enjoyed it. We indulged in games of all sorts and spent quite a nice time during our life on the ocean wave."

Capt. Rice said that the yacht was going *via* Singapore to Hongkong where her owner Mr. R. E. Belilios is residing. Mr. Belilios is an independent gentleman and a very keen yachtsman. The object of her visit to the Far East is to go on a cruise in the Southern Seas during the forthcoming yachting season but until that begins she will remain in Hongkong.

The yacht, which is approximately 150 tons gross, is under the command of Capt. Rice. She was built at Dartmouth in 1916, to the order of a Mr. Burton, who intended to use her for a world cruise which he was contemplating at the time. It was subsequently purchased by Mr. Belilios of Hongkong. Her complement is 10 all told.

TORTURE OF AN ENGLISHMAN IN SIBERIA.

TRYING TO EXTRACT INFORMATION.

The *Vladivostock Daily News*, a newspaper published in English, more or less "broken," relates the following story:—

Mr. Hunter in company with two Japanese merchants men and his wife made a trip to his estate on the opposite of the Amur Gulf, which he wished to show to his business friends. On arrival there Mr. Hunter gave a dinner party to his friends, after which they went shooting for several hours until the evening.

At 11 p.m. when the Japanese and the Hunters were going to retire the house was suddenly entered by 9 Hun huses (8 Russians and 1 Chinese) who with the usual cry "Hands up," first robbed the Japanese and Mr. Hunter of their money (which fortunately was not a great amount) and then took them away to some unknown place. Mrs. Hunter succeeded in escaping from the bandits, while the Japanese, after some time, were also released and returned and joined Mrs. Hunter with whom they returned home, Mr. Hunter, however, was taken away. Fortunately Mr. Hunter was lucky enough to escape, too, from the bandits on the following day, after having undergone the most cruel torture. The following is what had happened to him, according to an interview with him:

After taking him and bandaging his eyes, the bandits took Mr. Hunter in a motor-boat and landed him in some place, which seemed to him was Churkin Myss; then walked with him to some places between First and Second River. Here they took him to a house and tried to get his address in Vladivostock, as they wished to send a letter to his relatives demanding a ransom of Yen 2,000,000. When Mr. Hunter refused to tell them his address they started torturing him. First they hanged him on a special installment, keeping him for some time in the knot, until he lost consciousness, and repeated this several times. Each time the bandits demanded his address, but Mr. Hunter stoically refused. Then they went over to another torture, piercing his body with a pen, but despite the fact that the bandits pricked his whole body, Mr. Hunter did not submit to the bandits' demand. After that, seeing the firmness of Mr. Hunter, they became enraged and tried their last torture. Cutting out with a peaknife in two places on his shoulders pieces of flesh, the bandits poured some poison into the wounds which caused Mr. Hunter such unbearable pain that he lost consciousness, in which state he remained the whole night. The next morning, recovering consciousness, Mr. Hunter preceived that there was nobody near by; only the bottle with the poison was lying near him. Due to his strong constitution, Mr. Hunter found strength to break off the boards with which the windows had been closed so as to prevent him from escaping. Soon the window was open and Mr. Hunter taking the poison with him, jumped through the window and after making his way through the barbed wire surrounding the house, ran away in the direction of the Second River where a Japanese Regiment is located, and reaching their camp Mr. Hunter lost consciousness. Regaining consciousness Mr. Hunter told the Japanese what had happened with him, and that the walls of the house where he had been detained were covered with blood and that various instruments of torture were lying there.

When thinking that he was doomed to perish, Mr. Hunter had written on his cuffs what had happened to him. At present the wounds on his body, which the bandits had covered with some unknown black poison, have the colour of sulphric acid. On November 17th Mr. Hunter was brought to his home. Mrs. Hunter had already returned. Mr. Hunter is now seriously ill, so there was no change to have a personal conversation with him.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O.,
ADMINISTRATIVE COMMANDANT.

PARADES.

Infantry drill and M.G. Instruction will take place on Monday, the 9th inst., at Volunteers Headquarters, and Kowloon Docks on Friday, the 13th inst., at 5.30 p.m. for Trained Men and Recruits.

Dress: Plain clothes.

MUSKETRY.

Part II., Annual Musketry Course, will be fired by the members of Artillery Company, and other members of Corps employed at Taikoo Dock, on Sunday, the 15th inst., on Taikoo Range, Quarry Bay, commencing at 10 a.m.

Dress: Drill order.

Officer for duty: Lieut. J. S. McCann.

CADET COMPANY.

Parade.—The Company will parade at Headquarters on Monday, January 9th, at 5.30 p.m.

Dress: Drill order.

The Company will parade as strong as possible.

R. B. YOUNG, Bt.-Major,
Acting-Adjutant, H.V.D.C.
Hongkong, January 6th, 1922.

At the time of the recent races at Ipoh a sweep of $50,000 was instituted, first prize being $18,000. This, says an exchange, was won by a Chinese ice-water seller, and, of course, as usual in these cases, he had bought his one ticket with the utmost reluctance. It is reported that a friend induced him to join him in taking up a half share in a $5 ticket. The ultimate winner paid the money, but his friend then declined to take up his share and in so doing lost the little matter of $9,000!

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of January 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at junction of Kansu Street and Canton Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in square feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.		$	$
			feet.	feet.	feet.	feet.			
1	Kowloon Inland Lot No. 1442	At junction of Kansu Street and Canton Road.	42'	42'	60'	68'	About 2,500	24	10,08

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G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Aution Sale, to be held on MONDAY, the 9th day of January 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at Mount Kellett Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in sq. feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.		$	$
			feet.	feet.	feet.	feet.			
2	Rural Building Lot No. 198	Opposite Rural Building Lot No. 21, at Mount Kellett Road.	As per sale plan				About 20,[illegible]	150	[illegible]

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G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of January, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at Shamshuipo, in the Colony of Hongkong, for a term of 75 years commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 24 years, less 3 days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.		$	$
			feet.	feet.	feet.	feet.			
3	New Kowloon Inland Lot No. 350.	Adjoining New Kowloon Inland Lot No. 220 Tai Nan Street, Shamshuipo.	As per sale plan.				about 4,6[illegible]	23	[illegible]

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EXCELLENT HOUSEHOLD FURNITURE 67

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ST. GEORGE'S BALL.

BRILLIANT FUNCTION LAST NIGHT.

As it was the President of the St. George's Society last year who suggested that, in these hard times, a halt should be called to lavish expenditure on the annual Ball it did not come as a shock to learn that the allowance for decoration expenses for the Ball held last night had been cut down to about one-quarter. But after walking through the rooms of the City Hall building one could not help being surprised that so fine an effect had been achieved in spite of such a considerable financial limitation. Of course one reason why good results can be secured at reduced cost is that a good many "properties" have been accumulated in the process of time by Sociesies like the St. George, and these come in useful year after year. There are, for instance, the bridges that connect the City Hall and the Theatre, and the special lighting devices introducing the banner of St. George. Much can be done, too, in obtaining decorative effects at a reasonable cost by applying to the Botanical and Forestry Department which maintains cohorts of pot plants and palms and is ready to send them in battalions wherever they may be required. It is a valuable and little recognised branch of the public service.

Recent world-events have raised economy to the dignity of a lofty virtue but in pursuing it the St. George's Society did not fall short in any way of its reputation for hospitality. The guests were as numerous as ever and everything was done to make the occasion a memorable one. A great many people dined beforehand at the Hongkong Hotel so that for many hours last night the central district of Victoria presented a spectacle of unusual animation. The ball opened, shortly after nine o'clock, with the official set, led by the President (Mr. G. T. Edkins) and Lady Stubbs, and continued until a late hour. The floor was in admirable condition, the Wiltshire Regimental Band played admirably for the dances and everyone voted the Ball a complete success. To avoid any crowding and discomfort there were three sittings for supper, which was served in the Theatre Royal, and the Band of H.M.S. *Titania* played selections meanwhile.

THE DECORATIONS.

The bare and chill outlines of the City Hall were wonderfully transformed by the decorative scheme. An electric sign with words "St. George for Merrie England" illuminated the whole square outside the Hall. A portico had been added and this contained the ladies' and gentlemen's clock-rooms, so that the vestibule was available for the guests to reunite. The stairway was covered with red carpeting with white border and adorned on both sides with pot plants and palms in which coloured electric lights were hidden. At the top of the first flight a huge shield of St. George in electric light flooded the scene with light. In the St. George's Hall, St. Andrew's Hall and ante rooms red and white bunting, artistically draped, was introduced to suggest the colours of St. George but the main decorative effect was secured by handsome large central lamp shades, Tudor roses painted on fancy banners and shields of many English towns supporting clusters of flags. The shields attracted a great deal of interest; they were all copied from an authentic work on the subject and they had a very fine decorative effect. In the St. Andrew's Hall was a picture of St. George slaying the Dragon which was breathing out threatenings of "Bolshevism, Vandalism and Apathy" from its fiery nostrils. "Why Apathy?" was the question that many asked; the apathetic Vandal or Bolshevist would hardly be worth such heroic efforts by St. George.

Two bridges at different levels led to the supper room,—the Theatre Royal. The auditorium had been decorated in a very delicate and effective style in the colours of St. George and with small flags. By way of contrast the stage had been treated in black and yellow. Alternate bands of these colours entirely enclosed the area and hid the scene-shifting apparatus from view.

The refreshment bars were indicated in traditional style by the signs of "Ye Pig and Whistle" and "Ye Olde Bull in Bush." The usual card-room accommodation was provided.

SPEECH BY THE PRESIDENT.

At the conclusion of the principal "supper session" the PRESIDENT (Mr. G. T. EDKINS) said: "H.R.H. the Prince of Wales" is now in the neighbourhood of India and we are watching with loyal interest and affection his brilliant progress through the Indies. We ourselves are looking forward keenly to his arrival in the Colony and it is fitting to express here our heartfelt good wishes for his continued triumphal and safe progress through the Far East.

In submitting the toast of the evening, the PRESIDENT said:—It is my pleasant duty to welcome the guests of the Society this evening. We are delighted to have you here and trust you are all having an excellent time. We are very glad and honoured to have H.E. the Governor and Lady Stubbs with us, our Admiral, our General, and the several other distinguished representatives of His Majesty's Navy, Army, Church and State; also our friends representing Foreign States. Among our guests are General and Lady Kirkpatrick and their daughters. They are shortly leaving the Colony for Home, and it is scarcely necessary to say how sorry we shall be to lose them, but I am sure you will be glad to wish them *bon voyage*, with prosperity and happiness in the future. I welcome the presence of Sir Charles and Lady Addis. Sir Charles's residence in Hongkong dates back 35 years; since he left he has become a leading figure in the world of high finance. While retaining a prominent position in the Hongkong and Shanghai Bank in London he has become a distinguished Director of the Bank of England, and we are proud of his relationship with this Colony.

It is a pleasing honour to preside at this brilliant gathering, but I could not do it comparatively light-heartedly, nor could we enjoy these gay surroundings and sociability in such a pleasant manner, were it not for the energetic work put in by the Committee and sub-Committees of the Society, and I desire to acknowledge all they have done to enable us to celebrate this occasion so happily. We are reminded on all sides of the fascinating associations of our country and our patron Saint.

St. George may be of legendary origin, but even so we treasure him, and his influence has made for much that is good and great in our national progress. We know of the deeds wrought in his name in the Crusades, while the Order of the the Garter, the highest honour of Knighthood conferred by our Kings, which was inaugurated on St. George's Day in 1349, carries the Device of St. George. The battle cry of the Black Prince was—"Advance Banner in the name of God and St. George," and so the Banner of St. George was the battle-flag of England, and was later blazoned on the ships of our Elizabethan sea captains as we see it on our programmes to-night.

Tudor Roses on the walls remind us of the time of the great Wolsey, leading up to the adventurous period of Drake and Raleigh and the glories achieved by England and her sailors in those days—the time of Shakespeare of immoral memory. Just as we are proud of our country and its great men, so, too, are we proud of the place to which we each specially belong, and, for those of you who may find time, a little attention to the escutcheons set around the Ball-rooms may remind you of the arms of your native town.

This is Old Christmas Day. Owing to the exigencies of our Hongkong climate we might say we celebrate St. George's Day on a day when it isn't, but apart from what the day may be no one will deny that it is Christ-tide, when our thoughts turn to the "old folks at Home and the young ones, too"—old *friends* at Home and the new ones, too.

This charming statuette before us further reminds us of three old friends in particular—Sir Newton Stabb, Mr. G. C. Moxton (two past Presidents of St. George's Society), and Mr. John Johnstone, former chieftain of St. Andrew's Society. This handsome trophy has been presented by these friends for competition between the golfers of the two Societies, and it stands for that spirit of sportmanship and good *camaraderie* which exists in Hongkong and which, we are sure, will continue to exist among us. The English team have won the trophy in the first event, and, having got it, we intend to keep it—if we can.

These lovely roses on the tables to-night, for which I am indebted to Mr. Nicholson—remind us of the charms of English gardens and the countryside which hold our memories and our hearts on a festival of this kind, but our chief pride is in the historic glories of our race, in the achievements of our great leaders, our Black Prince, our Drake and Raleigh, our Shakespeare, our Nelson, Wellington and Pitt, inspiring Englishmen to further efforts and further fame and glory. As Kipling has it:—

> "Our England is a garden which is full
> of stately views,
> Of borders, beds and shrubberies, and
> lawns and avenues,
>
> * * *
>
> But the glory of the garden lies in more
> than meets the eye,
>
> * * *
>
> And the glory of the garden it shall never
> pass away."

Your Excellencies, ladies and gentlemen: I have the honour to give you the toast of "England."—(Applause).

The toast was enthusiastically honoured.

MENU.

1.—Ox Tail Soup. 2.—Beef Tea.
3.—Soused Fish.
4.—Roast Turkey. 5.—Roast Pheasant.
6.—Roast Capon. 7.—Saddle of Lamb.
8.—BOAR'S HEAD.
9.—Roast Sirloin of Beef.
10.—Game Pie. 11.—York Ham.
12.—Corned Ox Tongue.
13.—Corned Leg of Pork.
14.—Chicken Mayonnaise.
15.—Potatoes. 16.—Green Peas.
17.—Macedoine of Fruit.
18.—Stewed Fruit and Custard.
19.—Ice Meringues. 20.—Ice Cream.
21.—French Pastry.
22.—Coffee.

THE GUESTS.

The following is the list of those who sat down at the principal table at super: Mr. G. T. Edkins and Lady Stubbs, H.E. The Governor and Mrs. Edkins, Admiral Sir A. L. Duff, K.C.B. and Mrs. H. R. B. Hancock, Lieut. General Sir G. M. Kirkpatrick, K.C.B. and Lady Rees-Davies, Mr. H. R. B. Hancock and Lady Kirkpatrick, Rt. Rev. Bishop of Victoria and Mrs. Gompertz, Sir Wm. Rees-Davies and Mrs. H. E. Pollock, Mr. Justice Gompertz and Mrs. Bowden Smith, the Hon. Mr. H. E. Pollock and Lady Brunyate, the Hon. Mr. Claud Severn and Lady Addis, Commodore Bowden Smith and Mrs. Severn, the Hon. Mr. A. O. Lang and Mrs. H. W. Bird, Sir Charles Addis and Mrs. A. O. Lang, Sir William Brunyate and Mrs. L. G. Bird, Mr. D. G. Bernard and Miss Duff, the Hon. Mr. A. G. Stephen, and Mrs. F. C. Hall, Colonel Wyndham and Mrs. Cock, the Hon. Mr. H. W. Bird and Mrs. Winslow, Lieut.-Col. L. G. Bird and Mrs. Wyndham, Mr. H. P. Winslow and Mrs. Ross, Mr E. Cock and Mrs. Crosse, Mr. F. C. Hall and Mrs. Currey, Mr. W. A. Dowley and Mrs. Orpen Saunders, Mr. A. E. Crapnell and Mrs. Delacombe, the Hon. Mr. J. H. Kemp and Mrs. Crapnell.

The programme of music played during supper by the Band of H.M.S. *Hawkins* was as follows:—

1.—March, "Great Big David."
2.—Three Dances from "Noll Gwyn." ...... *German.*
3.—Selection, "Reminiscences of England" ...... *Godfrey.*
4.—Suite, "Woodland Pictures" ...... *Fletcher.*
5.—Selection, "Dorothy" ...... *Cellier.*
6.—Three Dances from "Henry VIII" ...... *German.*
7.—Morceau, "Melodie Caprice."

THE OFFICIALS.

The following is a list of the Committees responsible for carrying out the arrangements:—

INVITATION AND RECEPTION COMMITTEE.—Mr. G. T. M. Edkins (Chairman), Mr. H. R. B. Hancock (Vice-Chairman), the Hon. Mr. Claud Severn, C.M.G., Mr. Justice Gompertz, the Hon. Mr. H. E. Pollock, K.C., the Hon. Mr. J. H. Kemp, K.C., C.B.E., the Hon. Mr. H. W. Bird, the Hon. Mr. E. R. Hallifax, O.B.E., Commander C. W. Beckwith, R.N., Mr. H. P. White, Lieut.-Colonel R. M. Crosse, Lieut.-Col. L. G. Bird, D.S.O., Mr. D. G. M. Bernard, Mr. Edward Cock, Mr. G. M. Dodwell, Mr. C. Montague Ede, Mr. J. Thayer (Hon. Secretary) and Mr. A. H. K. Cobb (Asst. Hon. Secretary).

DECORATION COMMITTEE.—The Hon. Mr. H. W. Bird (Chairman), Lieut.-Col. L. G. Bird, D.S.O., Lieut.-Commander W. C. Hake, R.N.R., the Hon. Mr. T. L. Perkins, Mr. H. Green, Mr. Thos. Grimshaw, Mr. John Parkes, Mr. Edward Cock, Mr. L. D. Martyn, Mr. H. B. Bridger and Mr. W. A. Cornell.

MUSIC AND DANCING COMMITTEE.—Mr. W. A. Dowley (Chairman), Mr. H. R. B. Hancock, Mr. George Grimble, Mr. H. Rice, Mr. T. P. M. Bevan, M.C., Mr. J. H. Donnithorne, Mr. J. Parkes, Mr. John Benley, Mr. A. H. K. Cobb, Mr. R. L. Bridger and Mr. R. J. Wilton.

CARD ROOM COMMITTEE.—Mr. A. G. Coppin (Chairman), Mr. H. P. Winslow, Mr. E. A. M. Williams, Mr. T. E. Pearce, Mr. V. M. Grayburn, Mr. W. E. Roberts, Mr. P. White, Mr. A. E. Crapnell, Mr. F. Smyth and Mr. W. O. Shiner.

WINES AND SUPPER COMMITTEE.—Mr. R. J. Wilton (Chairman), Mr. F. A. Wells, Mr. A. E. Crapnell, Mr. T. E. Pearce, Mr. John Bentley, Mr. E. W. Alderson, Mr. F. C. Hall, Mr. M. E. F. Airey, Mr. J. W. Gloyn, Mr. A. Nicholson, Mr. E. A. M. Williams, Mr. E. F. Aucott, Mr. W. J. Eldridge, Mr. S. Baker, Mr. W. Higby, Mr. W. J. Hill and Mr. V. C. Labrum.

CLOAK ROOM COMMITTEE.—Mr. F. A. Wells (Chairman), Dr. C. Montague Harston and Mr. J. Parkes.

BORROWING FROM THE COMPRADORE.

JUDGMENT FOR MESSRS. GETZ BROS.

The Puisne Judge (Mr. Justice Gompertz) gave judgment yesterday at the Summary Court in the case in which Messrs. Getz Brothers & Co. of the Orient, Ltd., were sued by Shin Sik Ki, a broker who was formerly in their employ. The plaintiff claimed a sum of $326.42 being brokerage and salary said to be due to him. The defence was that the plaintiff owed the firm a sum of $292.50 for advances made to him through the compradore and the balance of $33.92 was paid into Court in full settlement of the claim.

His Honour said that two main points arose for decision. The first was as to whether the advances made to the plaintiff were personal loans by the compradore or, in fact, advances against salary and commission made on behalf of the firm. He was quite clear that they were advances by the firm. The accounts put in and the evidence of Mr. Odell (the manager) showed that in the ordinary course of business such advances were made to employees by the compradore from time to time and repaid to the compradore by the firm. On the whole he was not satisfied these were advances repaid by the plaintiff to the compradore. It was inconceivable that if there had been repayment the plaintiff should have acquiesced as he did in the letter of October 9th from the defendants. The claim failed except as to the amount paid into Court. There would be judgment for that sum for plaintiff with costs up to payment in; subsequent costs to be the defendants.

Mr. Leo d'Almada appeared for the plaintiff and Mr. D. H. Blake (of Messrs. Wilkinson & Grist) for the defendants.

WALKING TO CANTON.

DESTITUTE AMERICANS SEARCH FOR EMPLOYMENT.

Two destitute Americans named Frank Jones, an unemployed seaman, of California, and William Harris were found in the New Territory on Thursday by Inspector Cocklin. When questioned by the Inspector they stated that they were walking to Canton where they had hopes of obtaining employment with the Chinese Customs. The men were detained and subsequent enquiries at Police Headquarters revealed that both had been under police detention awaiting deportation to the United States. They had obtained leave from 12 noon to 4 p.m. to go into the town, and they took advantage of their liberty to set out for Canton.

Both men were stowaways. Jones was recently sentenced to one day's hard labour for stowing away on the *Empress of Asia*, whilst Harris, for a similar offence, had just completed one month's imprisonment. Whilst arrangements were being made for their deportation they went sent to the House of Detention.

The men were brought before Mr. Lindsell, at the Magistracy, yesterday, and charged with attempting to escape from legal custody. Their plea was that they did not understand the regulations. Jones also stated that he had seen the American Consul with a view to obtaining assistance. The Consul refused to have anything to do with him as he had lost his papers.

The Magistrate pointed out that it was very dangerous attempting to enter Canton without papers. They would probably have landed into serious trouble.

The defendant Jones said he did not know that.

The Magistrate: You did not? It is the same all over the world.

Jones: This is my first trip to Hongkong.

The Magistrate: The regulations must be observed. If you break the law you must suffer.

A sentence of 14 days' imprisonment was ordered.

SPORT

CRICKET.

I.R.C. 1ST XI. v. C.S.C.C. 1ST XI.

The following will represent the I.R.C. in their League match against the C.S.C.C. on the latter's ground to-day (Saturday) at 2.15 p.m.:—A. el Arculli (capt.), M. H. Abbas, A. H. Rumpajn, S. H. Ismail, S. A. Ismail, J. S. Curreem, A. H. Madar, S. A. R. Ismail, O. Ismail, F. M. Arculli, and D. Rumjahn.

I.R.C. 2ND XI. v. C.S.C.C. 2ND XI.

The following will represent the I.R.C. 2nd XI. on their own ground in their League match against the C.S.C.C. 2nd XI to-day at 2.15 p.m.:—E. Moosdeen (capt.), O. Rumjahn, S. Abbas, N. B. Kitchell, R. Nuzurin, P. A. Wahub, A. R. M. Samy, H. D. Rumjahn, S. Rumjahn, M. Sadick, and I. Hassan.

FOOTBALL.

Matches to take place to-day are as follows:—

HONGKONG LEAGUE.

Division I. Kick-off 4 p.m.

2/Wiltshires v. Hongkong Club, Sookunpoo ground. Referee: Mr. Jones.
H.M.S. *Titania* v. Kowloon, South China ground. Referee: Mr. Williams.
H.M.S. *Ambrose* v. R.G.A., Kowloon ground. Referee: Mr. Moore.
H.M.S. *Cairo* v. H.M.S. *Tamar*, Navy "A" ground. Referee: Mr. Hollands.

Division II. Kick-off 2.30 p.m.

Kowloon Reserves v. Club Reserves, Kowloon ground. Referee: Mr. Hollands.
R.G.A. Reserves v. South China "A" Navy "B" ground. Referee: Mr. Sayer.
University v. 22/Punjabis, Club ground. Referee: Mr. Angus.
South China "B" v. St. Joseph's, South China ground. Referee: Mr. Newton.
Wilts Reserves v. United A.C., Sookunpoo ground. Referee: Mr. Jones.

RUGBY.

Hongkong Club v. Royal Navy, Club ground, at 4.15 p.m.

At Sookunpoo the Wilts are at home to the Hongkong Club who are only one point behind the leaders and the visitors will be out at full strength and should capture the points. The League Champions occupy a good position in the League holding the fourth place being only a point behind the Club.

Titania will be out against Kowloon who have been resting during the holidays. The sailors' defence is improving, but they will find the Kowloon attack too much for them and a lot will depend upon the form of Phillip in goal if the sailors escape defeat. The Kowloon team have been looking out for a man to replace Crocker in goal and they have succeeding in finding Hayward who has a good knowledge of the game. Wheeler will be assisting Kowloon for the first time this season.

Cairo and *Tamar* meet on the Navy "A" ground. Both teams can field good sides while it is still doubtful whether Eve a better goalkeeper than Mitch. The *Cairo* can turn out the better attack while the *Tamar's* strength is at half back. A win for the *Tamar* would put them clear at the head of the Leagle table.

H.K.C. RESERVES v. KOWLOON F.C.

The following will represent the H.K. Club Reserves v. the Kowloon F.C. on Kowloon ground to-day at 2.30 p.m. sharp:—Groot, Israel, MacDonald, Angus, Mackenzie, Duncan; Hast, Hutchison, Hyde, Beeseley and Sherry. Reserve: Ogilvie.

2ND DIVISION LEAGUE TABLE.

The League table for the 2nd Division up to and including December 31st, 1921, stands as follows:—

	P.	W.	D.	L.	Goals. F.	Goals. A.	Pts.
Wilts	9	8	0	1	37	7	16
S.C. "A"	10	6	2	2	19	12	14
University	9	6	1	2	20	7	13
R.G.A.	10	5	2	3	22	15	12
S.C. "B"	10	5	0	5	12	27	10
Curlew	6	4	0	2	10	10	8
U.A.C.	9	3	2	4	20	13	8
St. Joseph's ...	8	3	1	4	10	18	7
H.K. Club	9	7	2	6	5	17	4
Kowloon	9	0	3	6	4	20	3
Punjabis	9	1	1	7	5	27	3

THE WRECKED STEAMER "MANJI MARU."

SALVAGE BOAT TO BE SENT TO HAINAN STRAITS.

The M.B.K. cargo steamer, *Manji Maru*, which went ashore on Hainan Head during the afternoon of New Year's day, is still stranded. A telegram was received at the M.B.K. office, yesterday afternoon, from the *Miikesan Maru* stating that she had arrived on the scene, but as she could not render any assistance she was returning to Hongkong. The telegram requests that a salvage tug be sent to the *Manji Maru* at once. The Company is arranging for this to be done. The *Henry Keswick* will probably be sent.

The *Manji Maru* is reported to be in no immediate danger, and the crew are quite safe.

SAIGON RICE MARKET.

The Compagnie de Commerce and de Navigation D'Extreme Orient, in their report dated Saigon, December 27th, state:—

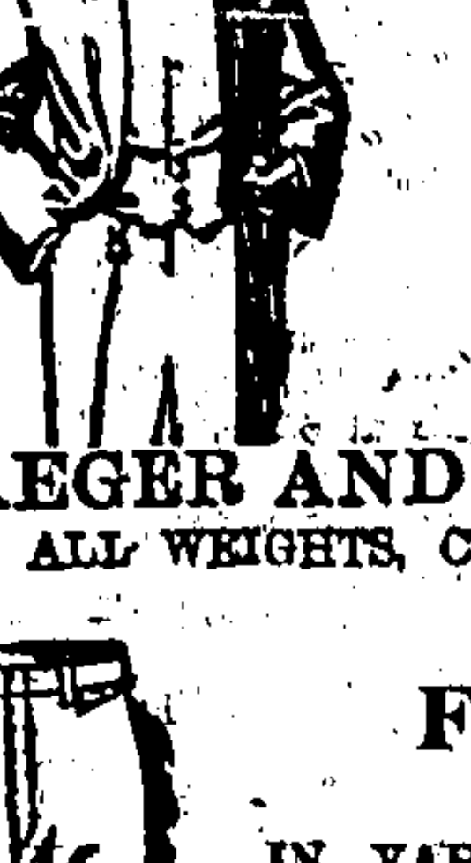
Our market is very quiet without any business and the price of paddy has a downward tendency. We expect an easier silver market and consequently lower prices for rice.

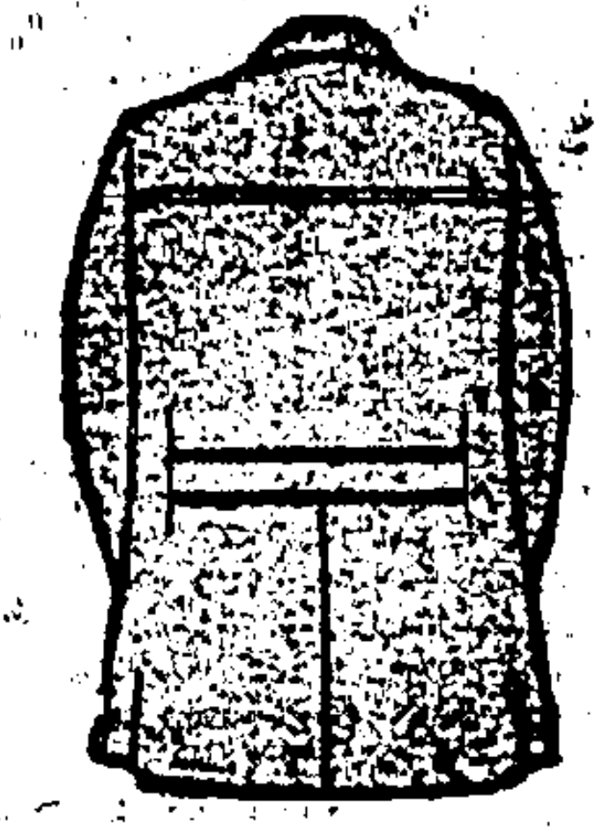
The new crop has been harvested in some provinces and new paddy is beginning to come on the market. The prospects are good.

The total amount of rice exported from January 1st up to December 5th, 1921, was 1,409,014 tons against 841,888 tons in 1920.

We quoted to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong $5 per picul, f.o.b. Saigon, for December/January shipment.

LANE, CRAWFORD'S
ESTABLISHED 1850.
WE HAVE LARGE SELECTIONS OF READY TO WEAR CLOTHING, INCLUDING
DINNER JACKET SUITS
MADE ESPECIALLY FOR US BY A WEST END TAILOR. THESE SUITS ARE MADE OF THE FINEST QUALITY MATERIAL AND EVERY STITCH IS BY HAND.
JAEGER AND "BURBERRY" OVERCOATS,
IN ALL WEIGHTS, CUT ON THE LATEST WEST END FASHIONS
FLANNEL TROUSERS
IN VARIOUS SHADES OF GREY, READY TO WEAR OR MADE TO MEASURE
$15 A PAIR.
WHITE FLANNEL TROUSERS
READY TO WEAR OR MADE TO MEASURE
$14 A PAIR.
SPORT COATS
MADE OF FINE QUALITY TWEEDS.
From $20.
15





SHERWOOD'S RYSTOLITE
THE IDEAL ENGLISH WHITE ENAMEL
Sold in quarts, ½ and 1 gallon tins
THE ENAMEL THAT WON'T TURN YELLOW.
LANE, CRAWFORD & CO.
HONGKONG
Tel. 1741.
2

NEW MUSIC
JUST ARRIVED
MY CAROLINA ROSE WALTZ
HAWAIIAN CHIMES "
SAY YOU'LL BE MINE "
O—H—I—O ONE-STEP
SUNSHINE " "
SUNNY TENNESSEE FOX-TROT
I WANT MY MAMMY " "
YOO—HOO " "
NOBODY'S BABY " "
MOLLY ON A TROLLY "
AT
ANDERSON'S
75

Wm. Powell Ld.
TELEPHONE 3146.
WOOL
UNDERWEAR and HOSIERY.
SOCKS
Smart new designs and plain colours in CASHMERE and WORSTED.
UNDERWEAR
All weights and sizes in LLAMA and CASHMERE
in
DRAWERS Knee or Ankle length.
VESTS Long or short sleeves.
DRESSING GOWNS.
TRAVELLING RUGS, SWEATERS, SCARVES, GLOVES, etc
AGENTS FOR
"JAEGER" AND "THETA" SPECIALITIES.
26

NEW ADVERTISEMENTS

POLO GYMKHANA.

A POLO GYMKHANA will be held on the Polo Ground, commencing at 3 p.m. this afternoon, when the Members will be at home to their friends. The Wiltshire Regiment Band will be in attendance [177

BY ORDER OF THE MORTGAGEES.

Messrs. LAMMERT BROS. are instructed
to sell the
s.s. "KAM MA"
as she now lies in the Typhoon Refuge
at Yaumati,
by
PUBLIC AUCTION
on
TUESDAY,
the 24th day of January, 1922, at 3 P.M.
IN ONE LOT
at their Auction Rooms in Duddell Street.

THE ship is a wooden ship of approximately 1800 tons capacity with accommodation for about 800 Chinese passengers now nearing completion. For particulars to view apply to Messrs Lammert Bros. the Auctioneers For further particulars Apply to

MESSRS. JOHNSON, STOKES & MASTER,
Solicitors, &c., Hongkong.
or to
178] The Auctioneers.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE and STRAITS.

THE Company's Steamship

"TSURUGA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 12th January 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, Jan. 4th, 1922. [174

ACTIVE SERVICE MEN'S ASSOCIATION, HONGKONG.

AN EXTRAORDINARY GENERAL MEETING will be held at the CORONET THEATRE on SUNDAY, 8th, January, at 11 A.M.

Business:—To accept Minutes of the previous meeting and to transact any other business that may arise.

All Active Service Men are invited.

By order of the Provisional Committee.
J. E. OLLERTON,
169 Hon. Secretary.

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered office of the Company, St. George's Building, Victoria, in the Colony of Hongkong, on the 12th day of January 1922, at 11 o'clock in the forenoon, for the purpose of considering, and if thought fit passing the following Resolution as an Ordinary Resolution, namely:—

"That the Directors be and they are "hereby authorised to enter into an "Agreement with the Government of "Hongkong for the grant to the Company "of a License (under a new Electricity "Ordinance in contemplation) to supply "electric light and power in the Islands "of Hongkong and Aplichau for a period "of 25 years upon the terms of a letter "addressed by the Hon. Director of Public "Works to the Agents of the Company "dated the 10th day of December 1921 "with such modifications as the Directors "may deem expedient."

The above mentioned letter may be inspected by the Shareholders at the office of the Company at any time during business hours until the date of the meeting.

Dated this 3rd day of January 1922

By Order of the Board,
GIBB, LIVINGSTON & CO., LTD.,
155 Agents.

CITY HALL.

CHOPIN-LISZT RECITAL

given by

HARRY ORE

on MONDAY, JAN. 9TH at 5.30 P.M.

Booking at ANDERSONS'.

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HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT,
SATURDAY, JANUARY 14th.
MING YUEN GARDENS at 9.15 P.M.

MAIN EVENT:
15 ROUNDS HEAVYWEIGHT CHAMPIONSHIP CONTEST,
Pte. WILKINS, v. P.O. COVEY,
R.M.L.I. H.M.S. "Titania"
also
20 ROUND CATCHWEIGHT CONTEST.
Sig: P.O. MORGAN v. Seaman BOWDIDGE
H.M.S. "Hawkins" H.M.S. "Carlisle"
AND
FOUR SIX ROUND CONTESTS.
Booking at MOUTRIES
Members: WEDNESDAY 11th January,
General Public: THURSDAY 12th to
SATURDAY 14th.
Usual prices.
Special Trams will be run.
163

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on JANUARY 1ST, 1922, will be made on presentation of Coupon No. 19 at any of the undermentioned Banks, viz.—

HONGKONG AND SHANGHAI BANKING CORPORATION. CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. RUSSO-ASIATIC BANK.	At Tientsin, Shanghai or Hongkong.
BANQUE DE L'INDO-CHINE.	Tientsin and Hongkong only.
BANQUE BELGE POUR L'ETRANGER.	At Tientsin and Shanghai only.

The Interest, less Income Tax at 6s/- in the £, will be:—

		s.	d.
ON £20 DEBENTURES:			
Per Coupon (Gross)		12.	0.
Less Tax at 6/- in the £		3.	7.1/5
Net amount payable		8.	4.4/5
ON £100 DEBENTURES:			
Per Coupon (Gross)	£3.	0.	0.
Less Tax at 6/- in the £		18.	0.
Net amount payable	£2.	2.	0.
ON £500 DEBENTURES:			
Per Coupon (Gross)	£15.	0.	0.
Less Tax at 6/- in the £	4.	10.	0.
Net amount payable	£10.	10.	0.

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
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THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

NINTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-seventh day of October, 1921, at the Offices of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTON FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAURALDE, of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1921, at either of the following places:—

IN LONDON: At the Transfer Office of the Company, No. 3, London Wall Buildings, E.C. 2;

IN BRUSSELS: At the Offices of the Local Board, 13, rue Brederode, Brussels;

IN CHINA: At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—

78	121	123	163	223	274

70 BONDS OF £100 EACH, NUMBERED:—

406	408	421	483	496	498
507	532	648	670	692	731
732	805	817	819	836	857
883	901	905	1022	1097	1099
1137	1153	1156	1288	1425	1528
1651	1679	1861	1955	1956	2018
2019	2127	2198	2281	2299	2323
2597	2655	2662	2755	3019	3054
3063	3122	3128	3188	3198	3229
3253	3296	3331	3357	3374	3392
3476	3480	3527	3572	3601	3602
3627	3651	3683	3689		

700 BONDS OF £20 EACH, NUMBERED:—

3802	3890	4012	4063	4071	4085
4097	4191	4339	4356	4362	4562
4570	4641	4683	4796	4839	4866
4880	4916	4993	5186	5193	5239
5241	5400	5424	5453	5461	5476
5590	5591	5680	5809	5881	5888
6048	6052	6075	6108	6204	6238
6240	6251	6252	6300	6343	6359
6378	6421	6436	6437	6449	6550
6669	6835	6876	6904	6921	7034
7148	7183	7202	7275	7312	7395
7401	7424	7430	7456	7467	7512
7577	7580	7728	7760	7784	7864
7875	7934	7935	8065	8148	8160
8172	8386	8399	8499	8509	8715
8725	8743	8864	8871	8973	9039
9113	9144	9226	9296	9327	9404
9438	9481	9490	9514	9597	9647
9674	9679	9728	9793	9897	9918
10009	10114	10124	10179	10191	10283
10346	10352	10454	10491	10562	10611
10617	10635	10686	10706	10757	10901
10932	11047	11153	11187	11234	11249
11278	11476	11528	11618	11619	11621
11626	11679	11754	11815	11867	11909
11952	12018	12030	12035	12111	12170
12329	12371	12430	12521	12657	12756
12759	12798	12815	12838	12843	12927
12941	12969	12976	13030	13039	13074
13171	13255	13296	13398	13623	13644
13694	13702	13938	13967	13994	14000
14037	14130	14183	14227	14237	14256
14320	14329	14359	14366	14372	14385
14448	14479	14520	14583	14603	14663
14689	14751	14787	14789	14885	15047
15067	15111	15172	15206	15340	15372
15392	15433	15493	15553	15658	15661
15728	15788	15876	15886	15906	15960
15990	16022	16048	16059	16143	16150
16164	16195	16200	16210	16227	16324
16359	16433	16434	16448	16453	16510
16582	16636	16738	16808	16814	16819
16829	16863	17044	17106	17148	17189
17199	17328	17410	17412	17439	17480
17497	17547	17550	17552	17553	17556
17559	17576	17630	17647	17659	17664
17778	17784	17790	17797	17806	17836
17860	17871	17987	18026	18162	18209
18271	18275	18320	18506	18846	18881
18933	18989	19035	19045	19051	19067
19094	19102	19124	19308	19323	19334
19374	19429	19482	19581	19648	19662
19678	19789	19846	19895	19917	19920
19993	20053	20068	20121	20200	20217
20222	20368	20426	20478	20623	20741
20865	20923	20960	21110	21113	21143
21153	21209	21308	21329	21411	21412
21432	21441	21462	21506	21681	21723
21746	21781	21815	21833	22185	22207
22343	22400	22413	22441	22499	22502
22511	22555	22706	22831	22886	22899
22907	23034	23054	23096	23119	23172
23299	23370	23387	23400	23571	23647
23694	23788	23800	23808	23850	23854
23857	23927	23966	24076	24180	24182
24190	24297	24507	24527	24529	24530
24560	24614	24653	24656	24674	24713
24728	24745	24768	24841	24870	24959
24972	24987	24991	25023	25078	25093
25137	25148	25228	25259	25336	25382
25388	25400	25408	25437	25441	25528
25568	25594	25680	25820	25905	25951
26011	26121	26189	26222	26224	26337
26349	26448	26496	26619	26633	26878
26896	26935	26991	26997	27020	27092
27143	27220	27375	27411	27423	27535
27615	27690	27758	27789	27838	27859
27904	27916	27923	28007	28096	28153
28223	28244	28263	28292	28323	28438
28454	28466	28480	28533	28560	28575
28626	28668	28690	28798	28811	28870
28873	28874	28887	28975	29025	29070
29085	29113	29158	29172	29239	29255
29330	29416	29531	29576	29682	29696
29724	29856	29859	29885	29909	29969
30047	30159	30208	30233	30301	30359
30403	30438	30492	30522	30539	30573
30617	30632	30746	30772	30778	30918
30962	31016	31064	31169	31194	31235
31284	31353	31398	31497	31530	31772
31799	31846	31955	31980	31984	32097
32150	32217	32219	32231	32250	32285
32409	32420	32594	32603	32607	32634
32645	32731	32817	32847	32943	32954
32977	33027	33069	33165	33277	33347
33410	33416	33423	33430	33447	33478
33480	33493	33498	33525	33528	33529
33589	33740	33772	33784	33788	33800
33814	33837	33903	33958	33968	34098
34110	34122	34149	34152	34204	34218
34298	34310	34323	34354	34374	34782
34847	34918	34925	34937	34981	35068
35088	35108	35264	35421	35432	35571
35634	35688	35736	35862	35881	35884
35893	35915	35938	36002	36030	36057
36061	36156	36173	36197	36246	36290
36384	36469	36474	36582	36602	36604
36609	36693	36720	36770	36793	36836
36886	36898	36970	36996	37035	37108
37153	37167	37238	37266	37327	37328
37361	37565	37571	37675	37713	37714
37740	37791	37792	37837	37946	38028
38191	38205	38301	38319	38355	38360
38370	38429	38431	38525	38538	38563
38577	38634	38717	38763	38793	38824
38875	38887	38891	39013	39033	39122
39149	39182	39185	39322		

The drawn Debentures, with Coupon No 20 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.

Countersigned:—
J. W. P. JAURALDE,
Notary Public.
22, AUSTIN FRIARS, LONDON, E.C. 2,
27th October, 1921.

NOTICE.—The following Debenture Bonds drawn at previous drawings have not yet been redeemed and should be presented for payment without delay:—

£100 BONDS NUMBERED:—

684	695	1591

£20 BONDS NUMBERED:—

4131	4511	4636	4733	5871	6807
8348	9670	10749	10842	12663	12990
13597	15220	16889	16973	17010	17264
17265	17401	17806	18610	18613	18617
18747	18748	19248	19630	20071	20091
20358	20420	20895	21581	21590	21596
21611	21614	21617	21619	21622	21629
21630	21634	21646	21660	21661	21883
21886	22000	22100	23488	23491	23723
24064	25800	25802	25877	26253	26259
26368	26369	26373	26380	26429	26705
26721	26762	27729	27730	27925	28381
28384	29745	30108	30459	30471	30482
30496	30498	30503	30533	30884	31693
31695	31696	31700	31709	31715	31744
32782	36612	38810	39273		

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NOTICE.

WE HAVE authorised MR. HING KAM HUNG to Sign our Firm name as a Partner from the 1st day of January, 1922.

DEACON LOOKER DEACON & HASTON.

Hongkong, 1st January, 1922. [149

NOTICE.

I HAVE this day established myself as a SHARE AND GENERAL BROKER.

J. T. BAGRAM,
C/o Hongkong Stock Exchange.
Hongkong, 1st January, 1922. [156

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for ☞ Boxes CK, KX, LM, LN, LR LT LU LW, MA, MK, MZ, NB, NP, OG., PD, A

FOR SALE.—Two Pointer DOGS, partly trained. For full particulars and price—apply to Box PE, c/o *Daily Press* Office 7

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DEATH.

HARVEY.—At Merrilee, Cardonald, Glasgow, on the 3rd inst., BETTY, the beloved daughter of Mr. and Mrs. David Harvey, in her 14th year. By cable. [175

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 7TH, 1922.

FRANCE'S FEAR OF GERMANY.

ONE of the cables to-day tells us that Mr. LLOYD GEORGE entertains ambitious plans for international economic, and possibly political, co-operation to get Europe on its feet again, with the participation of Germany and Russia. We are also reminded once more of the anxiety of France in regard to any whittling down of the obligations imposed on Germany by the Treaty of Versailles. We have frequently been made aware since the Washington Conference opened how greatly France distrusts Germany still, and how reluctant she is to weaken her means of defence against a possible, and, as the French think, a not improbable mobilisation in Germany. M. BRIAND, the French Premier, made at the Washington Conference a most impressive statement on the subject which throws a flood of light on an attitude which most of us are, at first sight, strongly inclined to deplore and condemn. M. BRIAND himself put into his speech the questions from which all discussion of the subject must arise: "The war is won; peace is signed; Germany is beaten, her Army reduced, and her war material destroyed; why then should France maintain a large army, well supplied with war material? What is it that prevents peace from settling down in Europe?"

What is the French reply to this? It is, in the first place, that the atmosphere of peace is lacking in Germany. General LUDENDORFF has endorsed the terrible words of MOLTKE: "Permanent peace is a dream, and it is not even a beautiful dream. War is part of the order of the world created by GOD. Without war the world would bury itself in the marshes of materialism." Again, LUDENDORFF has written: "In the future, war will be the last and deciding factor in policy." M. BRIAND says that in this connection must be borne in mind the warlike qualities of which the Germans have given proof in the blood-stained fields of battle. "There you have the German people," he declared, "and after a war which buried millions of men, you have the teaching which is being taught at the very gates of France. How can you expect that France should be indifferent?" M. BRIAND clearly appreciates the fact that it is not enough for a people to have evil designs to give effect to them, and he fully recognises that in modern warfare there must be enormous effectives with their cadres, large quantities of material, guns, rifles, machine-guns. He dealt with this point, prefacing his statement with another reminder of the heroism of which the war showed the German people to be capable, and declaring that these men are in Germany, seven millions of them, desirous of war. They are not enrolled, but it is possible to mobilise them to-morrow. He marshalled his facts about Germany's secret army in paragraphs which must be given in full:

"Since the peace Germany has established a so-called police force, the Reichswehr. It was to be composed of 100,000 men, and in fact it is so composed. But of what men? Practically all officers and non-commissioned officers of the old Army, forming possible cadres for the Army of to-morrow. And is this force solely devoted to police duties, as it should be under the terms of the Treaty? No, it is not. All the secret instructions of the Ministry of War advocate its training for war purposes.

"Moreover, after the end of the war Germany established a force of Einwohnerwehr, a force which became so alarming, so large, and so well equipped that an ultimatum from the Allies was necessary to secure its disbandment. The Bavarian Prime Minister stated the other day that he had at his disposal an Army of 300,000 men, well supplied with arms. That body was dissolved.

"It is true, there is at the head of the German Government a man whom I consider loyal and candid, Herr Wirth, who has endeavoured—and the effort is all to his credit—to carry out the engagements entered into. But it is precarious effort. We will do all we can to help him in his task.

"In addition to the Einwohnerwehr there is another disquieting force, the Security Police, numbering 150,000 men, composed entirely of professional officers. We demanded its disbandment, and it was disbanded; but almost immediately afterwards another organization took its place, the Protection Police, with precisely the same cadres. That makes altogether at the disposal of Germany 250,000 men, who are in daily training to wage war anew.

"Furthermore, these 7,000,000 men who came back from the war and returned to civil life are grouped in reality in these organizations which Germany has a genius for creating when she is pursuing a plan. Officers and veterans of the war—every occasion is suitable for bringing them together again at festivals and on anniversaries. We French know that.

"One fact will give you an idea of the rapidity with which those forces can be mobilized. When the Upper Silesian question took an acute turn there appeared on the spot, in a few days, 40,000 men, with rifles, guns, machine-guns, and armoured trains—a formidable effective force. As far as men are concerned, Germany could raise in a few weeks an army of between six and seven millions. She has the cadres to enrol them. I appeal to the great American people, so devoted to justice, and I say to them: "Suppose you had close to you a nation which, in the whole course of its history, has always been in sanguinary conflict with you, and which in its intentions is still in such conflict, what would you do? Would you turn your eyes away from such a danger? Would you renounce all effort to save your life and, what is more, your honour? What would you do?" There is not an American citizen who would not say "Never!" (At this point General PERSHING applauded, and the applause was taken up.)

As to the necessary armament, M. BRIAND takes the view that Germany, the great industrial nation that it is, could easily obtain it: "Let a state of diplomatic tension be deliberately prolonged for a few weeks, and all the factories set to work to manufacture war material," he said, "and there you have Germany provided with armament. Material can be purchased abroad without our knowledge or control. A ship cannot be launched without the fact being known, but rifles and machine-guns, scattered throughout Germany, cannot be controlled." He was able to point to the Prussia which was disarmed by NAPOLEON as an object lesson in this matter. It is a strong case to answer, and appears to be unanswerable.

The sympathetic comment which Mr. BALFOUR made on this statement can hardly by considered to materially reduce the anxieties of France. He said M. BRIAND appeared to fear lest France should feel herself in moral isolation. That, Mr. BALFOUR said, would be a tragedy indeed. "If again, the lust of dominion which has been the curse of Europe for so many generations, should again threaten the peace, the independence, the self-government of our neighbours and Allies, how should it be possible that the sympathies once so warm should become so refrigerated, should become so cold, and that we, who had done so much for the cause of international liberty, should see that cause perish before our eyes, rather than make further sacrifice for its defence?" But before other nations could rally to the assistance of France a German army might be able to strongly entrench itself again on French soil. The whole discussion emphasises the absolute necessity for the obligations which the Covenant of the League of Nations sought to impose on the Allies, and to which the United States refused to subscribe. That fact adds to France's anxiety, and so long as there is no "moral disarmament" in Germany she cannot be blamed for her refusal to diminish the safety and security of her frontiers from the aggression which she fears.

The rainfall recorded at the Botanic Gardens during December amounted to .33 inch.

The Hongkong and Shanghai Bank in London. is floating Siam's £2,000,000 loan, issued at par, and 7 per cent. interest.

The total output of the Kailan Mining Administration's mines for the week ending December 24th, amounted to 101,578 tons and the sales to 89,933 tons.

An old Chinese woman was knocked down by motor-car No. 51, on Thursday, at West Point. The woman was slightly injured, one of her ankles being badly twisted.

A wooden ship of 1,000 tons, named the *Kam Ma*, having accommodation for about 800 Chinese passengers is advertised to be sold by public auction by Messrs. Lammert Bros.

The Rev. G. E. S. Upsdell, M.A., of Queen's College, has been appointed Honorary Chaplain to H.M. Forces with the rank of Captain, in recognition of the services he rendered during the war.

A Chinese, who is said to have been assaulted by several hooligans was admitted into the Government Civil Hospital, on Thursday, suffering from severe injuries to his head and body.

The Shanghai motor-car driver who was charged at Wednesday's sitting of the Magistracy with maliciously wounding a Chinese at Repulse Bay, has been committed to the Criminal Sessions for trial.

A special meeting of the Chinese Chamber of Commerce was held yesterday afternoon, at which it was decided that the Chinese entertainment, to be held on the occasion of the visit of H.R.H. the Prince of Wales, should take the form of a big banquet is to be followed by a special theatrical performance for which the celebrated Chinese actor, Mui Lan-fong, and his company of over 100 performers will be engaged.

For travelling on the 5.25 p.m. train from Kowloon to Shum Chun on the 4th inst., without having paid his fare, a Chinese named U. Sang, of no occupation, was formally remanded at the Magistracy, yesterday, by Mr. Lindsell, until Monday, when two further charges will be preferred against him—first that he had in his unlawful possession a revolver and five rounds of ammunition, and, secondly, that he had disobeyed an order of banishment for 10 years, dated March, 1914.

A further week's formal remand was granted by Mr. J. R. Wood, at the Magistracy, yesterday, in the case of Juan Antonio Valles Perez, who is wanted in Manila on a charge of embezzling the sum of 4,275 pesos, belonging to Messrs. Smith, Bell & Co., agents for the Asiatic Petroleum Co. and who have applied through the Philippine authorities for the man's extradition. Mr. T. M. Hazlerigg informed the Magistrate that the necessary documents from Manila were expected to arrive to-day. Mr. Leo d'Almada appeared for the defendant and agreed to the remand.

The monthly water return gives the storage in the reservoirs supplying the city as 1,385 million gallons on 1st January, compared with 1,814 million gallons on the same date last year. The consumption during December was 251 million gallons, an increase of 22 million over the same month last year. The curtailment of the supply to the western part of the city is on account of a deficiency in the distribution works that will shortly be remedied, and not on account of any lack of water in the storage reservoirs which now hold about five and a half months' supply. At Kowloon the storage is 270 million gallons against 353 million last year and the month's consumption 53 million, an increase of 13 million over last year.

A Chinese was remanded at the Magistracy, yesterday morning, by Mr. J. R. Wood, on a charge of having in his unlawful possession 71 rolls of elastic braid valued at $70. Two men were originally charged with the offence, but owing to lack of evidence one was discharged. The police evidence stated that the man was seen in Hing Loong Street acting in a suspicious manner. His basket was searched by a watchman and found to contain the braid. Subsequent enquiries established the fact that the braid had been broached from a case of goods which the defendant was transhipping in his boat No. 259 to the Canton steamer *Heungshan*. The man pleaded guilty. Mr. Wood ordered the police to find out the proportion of the goods stolen from the case.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

WASHINGTON CONFERENCE.

ROOT PROPOSALS FINALLY ACCEPTED.

WASHINGTON, January 6th.

The full Naval Committee has finally accepted the first two Root proposals applying existing naval warfare rules to submarines and banning all submarine attacks against merchantmen, the ban becoming immediately effective between the five signatory Powers.

All the other nations are invited to adhere to the prohibition of submarine attacks against merchantmen.

MR. LENOX SIMPSON OFFERS A COMPLAINT.

LONDON, January 6th.

Mr. Lenox Simpson writes to the Press from Washington complaining of the total inadequacy of the treatment of Chinese matters. He says that little progress has been made regarding the real rehabilitation of China and that the various declarations and possible guarantee treaties mean nothing as further inroads upon China's independence became impossible over a year ago. He complains that the railways have not engaged attention and that the international finance question has not been put in the foreground though it is destined during the next five years to lead to very violent struggles and almost certainly to open warfare.

THE END NOW IN SIGHT.

LONDON, January 6th.

It is stated on high authority that the end of the Washington Conference is in sight. A plenary session will probably be held at the end of the week when the Five-Power Naval Treaty will be made known. Another plenary session next week for submission of the Nine-Power Treaty concerning China would free the delegates and only ratification by the respective parliaments would be necessary to seal the Conference's achievements. It is reported that the draft naval treaty includes an important provision under which, if any of the signatories are threatened by war by outside Powers, the five Powers will meet in consultation, thus extending the consultation provision contained in the Pacific Pact.

It is apparently now agreed to interpret the Pacific Treaty as excluding Japan's homeland, though including Australia and New Zealand. This interpretation will probably facilitate ratification by the United States Senate.

NEW PHASE OF SHANTUNG NEGOTIATIONS.

Meanwhile the resumed Shantung negotiations have become complicated. It is reported that the new Chinese Government has accepted a loan from Japan against which it has abandoned important points in its Shantung claim. The Chinese delegates are believed to have been instructed to settle the problem on a compromise basis which the delegates have hitherto persistently refused. As regards the Chinese demand for discussion of the Twenty-one Demand Treaty it is reported that they pointed out that while they have hitherto failed to obtain discussion China has thus effectually reserved freedom of action in the matter at some future conference.

LATER.

FOREIGN TROOPS IN CHINA.

The resolution looking to the withdrawal of foreign troops from China, "whenever China shall assure the protection of the lives and property of foreigners in China," says that "the representatives at Peking of the Powers at this Conference will be instructed whenever China shall so request to associate themselves with three representatives of China and to conduct a full and impartial enquiry into the issues raised by a declaration of the Powers' intention to withdraw their armed forces. This Commission shall prepare a full and comprehensive report setting out without reservation their findings of fact and opinion when concluded. Each of the signatory Powers shall be deemed free to accept or reject all or any of the findings expressed in the Commission's report but such acceptance shall in no case be dependent directly or indirectly upon the granting by China of any special concession, favour, benefit or immunity, whether political or economic."

CHINA'S TARIFF RATE.

WASHINGTON, January 6th.

The increase in China's tariff rate is expected to swell her income by forty-six million dollars. The Chinese delegates, however, expressed disappointment that no definite date had been fixed for the withdrawal of foreign supervision of Chinese customs. The agreement states that immediate steps will be taken through a conference of China and the Powers interested for the abolition of likin and the fulfilment of China's other treaty obligations and while these matters are being adjusted two and a half per cent. surtax on most dutiable imports will be authorised with five per cent. permitted on certain luxuries. The agreement further provides that tariff revision will be carried out forthwith at Shanghai "on the general lines of the last revision and will proceed as rapidly as possible with a view to its completion within four months from the conclusion of the present conference and that tariff revision will become effective two months after publication without awaiting ratification." Another revision is planned in [illegible] years after which there will be revisions every seven years.

(Continued at foot of next column.)

LATEST CABLES.

EX-ENEMY SHIPS.

LORD INCHCAPE COMPLETES HIS TASK.

LONDON, January 6th.

Lord Inchcape has completed has task of selling 417 ex-enemy ships and 53 Government and prize ships.

SEAMEN'S WAGES.

REDUCTIONS ANNOUNCED FROM NEW YORK.

NEW YORK, January 6th.

The American Steamship Owners Association announces immediate wage reductions of fifteen per cent. and upwards in order to meet foreign competition. Officers' pay is reduced by fifteen per cent.

EXPLOSION ABOARD DESTROYER.

MANY GREEKS KILLED AND INJURED.

ATHENS, January 6th.

Twenty-one were killed and 42 injured by the explosion of a submarine-bomb aboard the Greek destroyer, Leon, lying at Piraeus.

SELECTED ASIATICS.

WANTED IN NORTHERN TERRITORY OF AUSTRALIA.

SYDNEY, January 6th.

The South Australian Prime Minister, Mr. Barwell, in the *Adelaide Register*, advocates development of the Northern Territory by the settlement of selected Asiatics with full citizen rights.

FOOD FOR RUSSIA.

THIRTY VESSELS TO CARRY GRAIN.

WASHINGTON, January 6th.

At Mr. Hoover's request the Shipping Board is assigning thirty vessels to carry grain to Russia; Mr. Hoover, animadverted on the fact that the cost by American vessels is eight dollars per ton and by foreign five to transport cargo to the Baltic.

THE DAIL EIREANN DEBATE.

KIDNAPPED "TIMES" CORRESPONDENT RELEASED.

LONDON, January 6th.

Mr. Kay, the *Times'* correspondent, was released at Cork after a Sinn Fein court of enquiry.

EARLIER CABLES.

"TIMES" CORRESPONDENT KIDNAPPED.

LONDON, January 5th.

Mr. Kay, the *Times* correspondent at Dublin, has been kidnapped. The Pressmen at Dail Eireann have demanded his immediate release and the punishment of the raiders.

THE EX-KAISER SUED.

INTERESTING LAW-SUIT IN BERLIN.

BERLIN, January 5th.

A piquant case opened here, in which the widow of Prince Joachim of Prussia, who recently committed suicide, sued the ex-Kaiser for maintenance, grounding her claim upon the laws of the House of Hohenzollern. Counsel for the defence claimed that the laws were no longer valid. Finally, the case was adjourned, as there is some prospect of a compromise.

JAPANESE NAVAL VISIT TO FRANCE.

AN APPRECIATIVE MESSAGE.

PARIS, January 4th.

The Japanese Naval Secretary has wired to M. Guisthau, Minister for Navy, his thanks for the recent cordial reception of the Japanese squadron at French ports, and expressed a wish that the bonds between the two Navies may become still more intimate.—*Havas.*

CANADIAN NICKLE COINS.

OTTAWA, January 5th.

The first Canadian nickels have been coined at the Royal Mint, replacing the 5-cent silver pieces.

EARLIER CABLES.

REVISED CHINESE TARIFF APPROVED.

WASHINGTON, January 5th.

A committee of representatives of the nine Powers has approved the increase in the Chinese Customs to an effective 5 per cent.

FOREIGN TROOPS TO BE WITHDRAWN.

WASHINGTON, January 5th.

The Far Eastern Committee has passed a resolution providing for the eventual withdrawal of foreign troops from China.

WHAT CHINA HAS GAINED FROM THE CONFERENCE.

WASHINGTON, January 5th.

Reviewing the work of the Conference and the number of beneficial results emerging therefrom, one of the most distinguished members of the British delegation declared that China had obtained a good deal.

He pointed out that the Powers had agreed to form a nursing ring round China in order to prevent her from being damaged during the process of evolution resulting from her recent revolution. He instanced how the United States took seventy-five years to establish a stable government, while the Chinese Republic had only existed a decade. He declared that the moral pledge entered into by eight nations to support China was a thing no nation had ever obtained before in the history of the world.

LATEST CABLES.

THE HARTLEPOOL FIRE.

TWENTY-EIGHT BRIGADES HELP TO QUELL IT.

LONDON, January 6th.

The fire at Hartlepool has been got under control in consequence of the exertions of twenty-eight brigades. About seventy houses, mostly tenements, have been completely and many others partially destroyed. The flames at one time extended for a mile. No lives have been lost.

EARLIER CABLES.

THE NEW CONFERENCE AT CANNES.

REPORTED BRITISH REPARATIONS PROPOSAL.

LONDON, January 5th.

The eyes of Europe are fixed anxiously upon the Cannes conference. The problem facing Mr. Lloyd George is to reconcile British and French views on reparations, armaments, and relations with Germany and Russia.

In regard to reparations, it is reported that the British propose that German gold payments in 1922 be limited to £25,000,000 payable by instalments ending on April 15th, the balance of the £100,000,000 liability to be fulfilled by deliveries in kind.

Mr. Lloyd George has already had a preliminary two-hours conversation with M. Briand. The former is known to entertain ambitious plans for international economic, and possibly, political co-operation to get Europe on her feet again, with the participation of Germany and Russia. The stumbling-block in Paris and some British quarters is a strong distrust of Germany. It is anticipated that a wider international conference will follow the present one.

M. BRIAND'S ALLEGATION AGAINST BRITAIN.

BRUSSELS, January 5th.

Interviewed by a Belgian journalist at Cannes, M. Briand accused Britain of isolating France and Belgium by a financial agreement of August 13th, which promised support of Belgian priority in connection with reparations if Belgium supported Britain against France on the moratorium question.

THE OPENING PROCEEDINGS.

CANNES, January 5th.

The conference opened quietly. Sir Robert Horne, M. Loucheur, and the Italian and Belgian financial representatives held a preliminary reparations conference this morning, while Mr. Lloyd George in the afternoon consulted Mr. Briand and Baron Bonomi upon questions of policy.

It is understood that Marquis Curzon and the Marquis della Toretta discussed the Asia Minor question, but this is unlikely to be settled at the present conference, as the agenda is over full.

ANGLO-FRENCH RELATIONS.

THE FRENCH NAVAL POLICY.

PARIS, January 3rd (delayed).

Leading papers are giving prominence to the reshaping of French and British relations, however excellent these may be, on a safer and more definite basis.

Le Matin shows reasons why France must more than ever keep a watchful eye on Germany on land and sea. The immense French coastal fronts need protection at first hand the same as the land frontier. Submarines are efficient defensive weapons, and efficient defensive weapons are cheaper than Dreadnoughts. France insists, therefore, on a submarine tonnage strictly in keeping with the needs of her own security. The paper claims that the programme conceals no intention hostile to Britain, against whose naval armaments France will never protest. British people would realize the French viewpoint if they had their own Devonshire or Lancashire laid bare and barren as are some of France's richest provinces.

In an interview which the Continental *Daily Mail* had with M. Briand, the latter spoke in favour of a Franco-British alliance, which would be the best proof that the French naval programme is not and can never be directed against for British friends.—*Havas.*

POLITICAL CONFERENCE AT BOMBAY.

GANDHI TO ATTEND.

BOMBAY, January 5th.

Mr. Gandhi has signified his willingness to attend the conference at Bombay on the 14th inst. convened by Pundit Malaviya and a number of other non-party leaders, to which representatives of all shades of political opinion have been invited.

POSTMASTER-GENERAL'S $150,000 CONTRACT.

NEW YORK, January 5th.

The *World* reports that the Postmaster-General has signed a 3-year contract to become director-general of the kinema industry at an annual salary of $150,000.

POLISH MINISTER FAVOURS "PEACE AND MODERATION."

WARSAW, January 4th.

M. Ikirmunt, the Polish Minister of Foreign Affairs, receiving Press representatives, outlined the great strides made in 1921 by Poland towards economic stability, stating that Poland remains firmly attached to a policy of peace and moderation.—*Havas.*

AMERICAN LOAN TO DENMARK.

WASHINGTON, January 5th.

Negotiations have been concluded for a $30,000,000 loan by the National City Bank of New York to Denmark.

P. AND O. COMPANY'S YEAR.

LORD INCHCAPE'S REVIEW AT ANNUAL MEETING.

Lord Inchcape, presiding over the annual meeting of the Peninsular and Oriental Steam Navigation Company, mentioned that since August he had been engaged on the Economy Committee appointed by the Government under the chairmanship of Sir Eric Peddes to enquire into the public expenditure which had reached figures which the country could no longer stand. Even if he had had time to prepare lengthy notes he could have added little to what he had preached from many platforms in the last few years. The nation had been greatly impoverished by the war and if it were to regain the first line of defence, which was solvency, it must curtail expenditure in every direction. We had launched out into all sorts of wild-cat schemes and had made commitments which, if not modified, would lead to bankruptcy. It was realised now that we had no funds with which to build up the new heaven and new earth on which we started three years ago. The multiplication of Ministries was landing the nation into an enormous expenditure and the country was getting filled up with functionaries who were living on the people. Well-meaning pundits and idealists got departments and launched out regardless of cost. According to a recent statement in the House of Commons half a million houses were to have been built at a cost of £500,000,000—houses which would not give return on the capital outlay at a lower rent than £75 per year and which could not be let for more than £16. Fortunately the Prime Minister had stepped in and had succeeded in limiting their number to the 176,000 which had been started. But even this reduced number would cost the country £176,000,000 and the taxpayer would be saddled with £10,000,000 yearly to make up the deficiency on rent for the next 60 years.

Education was now costing over £10,000,000 yearly as against one-fourth of that sum before the war. The teachers' salaries were based on the standard of two years ago and had been more than doubled and the resulting pensions, if maintained, would shortly involve us in another £10,000,000 yearly. It was necessary to realise that the Government and the local authorities had no fund to draw upon except what they extracted from the people.

THE ONLY HOPE.

If industrial undertakings were depleted by excessive taxation less money was available for the expansion of industry. There was less employment in the country, and a reduced standard of living all round was unable to increase revenue. The only hope lay in the reduction of expenditure and to this end he did not doubt that the common sense of the country would come to its aid. He was glad that the shipping industry was now free from Government control and hoped that before long the trade of the country would have settled down to a normal condition free to work out its own salvation and to make profits from which to contribute to revenue.

Government interference in trade disputes had proved disastrous and he hoped that the country had learned its lesson.

Recalling his undertaking of years ago of the sale of ex-enemy ships for the Government, Lord Inchcape stated that he had so far disposed of 445 vessels for upwards of £20,000,000. He had very few left to sell and he would be glad when the rather troublesome and thankless task was finished.

POOR WORKING AND HIGH COSTS.

Turning to the directors' report, the speaker greatly regretted that they felt compelled to withhold the bonus for the past year. The dividend and bonus for the year ending September 30th, 1914, totalled 15 per cent. and for the year ended September 30th last it was 12 per cent. or 3 per cent. to the bad. In the present condition of shipping the directors, if they had not reduced the dividend, would have been guilty of imprudence. They had to look to the future and to husband their resources. They were passing through a period of unprecedented depression and in lowering the distribution they were not alone. In common with most shipping companies they had had a wretched year. Government control of coal had caused enormous prices during the spring. Then came the coal strike which drove ships to the Continent for coal, while the joiners' strike and the delays it involved had driven steamers to the Continent for overhaul. They had, besides, to bear enormous increases in wages both afloat and ashore, and, to crown all the trade unions and the wages boards kept production costs so high that the world had been unable to purchase from us and steamers had been leaving the country with nothing more than ballast cargoes, often not with these, and, consequently, the greatly lessened demand for imported raw material made it increasingly difficult to find Homeward cargoes. Some of their cargo steamers they had laid up, but the obligation to maintain services prevented the laying up of mail and passenger steamers which had been kept running, although at a heavy loss.

As exemplifying the scarcity of cargo, the Peninsular and Oriental branch line which runs a regular service from London to Adelaide, Melbourne and Sydney had in the last financial year despatched eleven steamers capable of carrying 101,000 tons of cargo and these had sailed with 680,000 (!) tons of unfilled space. The Board had foreseen that after the war the company would be faced with difficulties and they refrained from recommending any large increase of dividend, and instead of distributing their cash resources they suggested a small bonus in stock. That policy, he thought, would eventually prove to have been right.

(Continued at foot of next column.)

LORD NORTHCLIFFE'S IMPRESSIONS.

WONDERFUL CEREMONIES AT ANGKOR.

In a statement to the *Bangkok Times* Lord Northcliffe said:—

"Coming from Europe and the United States, where every place is linked up with every other, it is curious to find here no account of the wonderful ceremonies last Saturday at Angkor, in Cambodia.

"Angkor is, of course, difficult to get at. I believe that my secretary and I were the only English people among the great crowd there.

"We were accompanied by Governor-General Long from Saigon to Pnom-Penh, thence by the route ending in a six hours crossing of the lake to the vast ruins of Angkor.

"One of the savants who is in the service of the French Government in constant study of these ruins, estimated that the very well preserved ruin of the chief temple is forty times the size of Trafalgar Square in London.

"The King and the French authorities of Angkor had arranged to celebrate the arrival of Marshal Joffre by one of the most gorgeous functions in modern history. I have seen nothing in India to equal it. It consisted of a royal cortege of the twelfth century, in which the King himself, Royal Princes and Princesses, and Ministers took part, dressed in most beautiful silk costumes, largely copied from bas reliefs on the temple walls.

"The central figure of the great procession was the King himself, who, though eighty-three years of age, is very active. It was what the newspapers at home like to describe as 'a riot of colour.'

"Between two and three thousand participated in the procession, which took place in the most brilliant sunlight.

"I do not know how many Cambodian dancers participated or how many dances there were. The procession was so dazzling that it was difficult to make detailed mental notes, but I remember counting over fifty elephants. The organization was perfect.

"If there was any incongruity about the thing it was the large number of cinematograph operators and photographers from Paris, and, I understand, from Los Angeles.

"A similar procession on a much smaller scale took place in 1914, but the films then made melted owing to the heat and were never seen. This time great preparations had been made.

"In the evening, by moonlight and candle light, there was a long series of historic dances, not at all unlike those I have seen in China, Japan and Korea.

"One of the principal figures of the cortege was the royal favourite. She attracted great attention, especially among the many ladies present. Another feature was the display of jewels.

"As to Bangkok, it a surprise to my little party. It greatly exceeds our anticipation as to size, population and town planning. The Grand Palace and Temple of the Emerald Buddha surpass in magnificence anything I have seen in India, China, Japan, or Europe.

"We greatly regret that, owing to constant alteration of the date of the sailing of our ship, the *Nellore*, from Penang, we are deprived of three or four days of our visit in Siam.

"There is so much to see here. Bangkok is so interesting that we feel a strong sense of personal regret that our programme is so short. We envy Marshal Joffre his longer stay."

In order to pay for new ships they had had to realise War Loan investments as a serious loss and to write down to the present market values those they still held.

Under the National Maritime Wages Board, set up in November, 1917, wages had enormously increased. Those increases at the time were borne by the Government, for ships were under Government requisition and the Government distributed the tax-payers' money with a lavish hand.

WAGES AFLOAT MUST COME DOWN.

But once the vessels had been discharged from Government service and economic conditions had to be faced it was found that these high wages could not be paid out of commercial earnings. Wages had been slightly reduced but they were still much beyond what ship-owners could afford to pay, and, in consequence, 650 British ships of 1,117,002 tons were at this moment laid up in the United Kingdom and probably as much tonnage again, if not more, in ports outside the United Kingdom, with the result that thousands of captains, officers, engineers and men were unemployed while those remaining in employment were drawing pay much above the economic rate. There was no use mincing matters. Wages afloat would have to come down if British shipping was to hold its own.

In regard to the unemployed officers and engineers, they had done what they could in granting half pay for a certain period and, although this meant a considerable charge on the company's resources, he felt sure that the meeting would approve the course adopted. The dockers' wages, which had been fixed by a Government Tribunal in May, 1920, at 16s. for a day of eight hours, had lately been reduced to 14s., but tonnage handled per man per hour was much less than in the former days, and while it cost 8s. per ton to work cargo in Antwerp the cost in Middlesboro was 6s.

During the past year the steamers in commission of the P. and O. associated lines numbered 444 and had traversed 15,335,081 nautical miles and carried 13,236,981 tons of cargo and 2,111,564 passengers.

DIVIDEND.

On the motion of the Chairman, the dividend for the half year was declared at 2½ per cent. on preferred stock, less income tax, and 6 per cent. on deferred stock, free of income tax.

RUBBER COMPANY MEETINGS.

MALAKA PINDA ESTATES.

At the eleventh annual general meeting of the Malaka Pinda Rubber Estates, Ltd., at Singapore, last week, the Chairman said that for 1919-20 there was a net profit of $134,344.17 as compared with a loss of $42,884.01 for 1920-21 in respect of which period the Company had to pay $8,051.06 income tax because the tax had to be based on the profit and loss account for the year ended August 31st, 1920, instead of that for year ended December 31st, 1920. This is the first time since the inception of the Company in November, 1909, that it has sustained any loss at all. The abnormal world-wide trade depression the Chairman said should sufficiently explain how the loss had arisen, especially as the Company's past financial year which commenced in September 1920, almost exactly coincided with the worst period of the world slump. The Company obtained only 23.09 cts. per lb. for its rubber for the past year as against the price of 73.81 cts. secured for the preceding period. However, it might be stated that $20,307.98, *i.e.*, about 50 per cent. of that loss, represents amount allowed for depreciation of buildings, machinery, etc., so that the actual cash loss was only $22,556.04.

ALOR GAJAH RUBBER.

At the twelfth annual general meeting of Alor Gajah Rubber Estate, Ltd., the Chairman said the results for the year showed a somewhat heavy loss. The Company's all-in cost was 50.99 cents per lb., and the restricted crop realized 26 cents only. The all-in cost was on the high side. The entire estate was put on alternate day tapping in December, and the crop for January fell to 4,780 lbs. as against a crop of 11,000 lbs. for November. On a small estate such as Alor Gajah, overhead charges were a heavy charge on the cost per lb. The estimated crop for the current year is 120,000 lbs. at an f.o.b. cost of 26.79 cents per lb. As even temporary accommodation could not be arranged for, the Directors had no option but to increase the issued capital by 40,000 shares, and the issue was fully taken up. No further capital expenditure is anticipated and the finances of the Company are now in a comfortable position. The Company now have 519 acres of mature rubber and of this area 50 acres are now being rested. The labour force on the estate is entirely composed of Tamils, and no difficulty is experienced in keeping the number up to the required strength.

PAJAM, LIMITED.

At the twelfth annual general meeting of Pajam, Limited, the Chairman said that although attention was directed to curtailment of expenditure early in the financial year the reduction would not keep pace with the heavy drop in the price of rubber. The loss on the year's working would have been converted into a profit of about the same amount had it not been that one of their forward contracts had not been fulfilled, the purchaser having gone into liquidation. There was every probability of the Company receiving a good portion of their claim. The all-in cost was 46.60 cents per lb. compared with 47.33 cents in the previous year. A considerable reduction had been affected lately and this would be still more visible if it were thought advisable to restore full tapping. There has been no disturbing feature in the course of the estate. The restriction of tapping to about 50 per cent. had enabled the Company to dispense with expensive Chinese labour. The Tamil force had been ample for requirements.

The resources of the Company were quite sufficient for their requirements. The ruling price of rubber showed a fair profit on working costs, the result being that the estate is approaching a dividend paying stage.

BANTAM (JAVA) RUBBER.

Presiding at the ordinary general meeting of the Bantam (Java) Rubber Estate, Ltd., held on November 20th at Winchester House, E.C., Mr. Percy Cross, in moving the adoption of the report, said that, after writing off the expenditure during the year on development, and also making adequate depreciation for plant and machinery, £2,137 remained. Thy were, therefore, one of the select few companies that could show a profit on the year's working, without bringing in the return of excess profits duty, which the company was entitled to.

BATAK RABIT RUBBER.

The eleventh annual general meeting of the Batak Rabit Rubber Estate, Ltd., was held on November 20th, at Pinners Hall, 8 and 9, Austin Friars, E.C., Mr. E. L. Hamilton (the chairman) said the result of the year's working was a profit of £3,208, which shareholders might say hardly justified the payment of a dividend absorbing £3,750, but when he had explained the strong financial position of the company he thought they would agree that were justified in making this small distribution.

After payment of the proposed dividend they would carry forward £7,049, but this was not all. They had a claim for refund of excess profits duty, amounting to £3,947, which would bring undistributed profit up to £10,996, a figure which justified the dividend recommended. Apart from this they had a further claim for £11,166 under what is known as the Merlimau decision.

The latest information regarding the expected transports is that the s.s. *Himalaya* leaves Singapore at noon on 9th January, and is unlikely to arrive in Hongkong before daylight on 15th January. The s.s. *Dilwara* is expected to reach Hongkong on the 13th January and leave on the 14th January. The detailed married families of the 2/Wilts. Regt. will be embarked on the s.s. *Dilwara* on the 13th January and no families will be required to move to Mount Austin Barracks.

STORMS ON EVEREST.

EXPLORERS' TERRIBLE EXPERIENCE.

From an account of the experiences of the Mount Everest expedition published by the Calcutta *Statesman*, we take the following extracts descriptive of the violence of the storms endured by the party:—

The story of the last hours at the final height reached—this was exactly 23,500ft.—is a tale of a small band of Britishers, grim and determined, and reluctant to give up although facing death.

The party was nearly suffocated by a succession of unparalleled snow storms. Breathing was difficult before the snow storms broke; when practically engulfed in what seemed to be nearly solid masses of whirling ice and snow, hope of pushing on further vanished.

Afterwards all the party agreed that they were lucky to have escaped alive; in fact they firmly believed that a little longer experience of the awful storms would have meant disaster. No one of course, was faint-hearted; it was just a cast of facts and realizing that the odds were overwhelming. There was a suggestion that, as they were at 23,500ft., a desperate effort should be made to go on in the hope of beating the Duke of the Abruzzi's height record of 25,500ft. But there was no hope, and reluctantly, in the blinding storms, the party struggled on the back trail.

When, after what seemed endless hours of suffering, the men managed to reach comparative safety—at a little lower level the deadly snow lost something of its suffocating effects—there was a general agreement that the only course possible had been taken.

One member of the party had an exceedingly narrow escape. He had become detached from the main body, and, ultimately, found himself in an unknown pass. Four hours he, in common with the rest, had been battling with a snow storm which seemed to come from one direction. Suddenly an equally fierce storm swept up from the opposite direction. The unfortunate explorer was thus caught between two storms, which rapidly increased in fury. It was impossible for him to go more than a few yards either one way or the other. He was on the verge of collapse when a great gust hurled him along the pass, and in a brief moment of respite, he found himself back with the main party.

THE LORD MAYOR OF LONDON.

How great is the distinction enjoyed by London's chief magistrate comparatively few even in the City itself realise. He has more than the powers of a king within his own small realm, the richest "square mile" in the world. Even King George himself cannot enter his domain without first asking permission, and his Majesty's soldiers may not march in any large number through the City streets without his sanction.

He has the right of private audience with the Crown whenever he wishes it; he has the entree to the royal court; and enjoys the rare privilege of being able to drive direct into the Ambassadors' Court at St. James' without going round by Constitution Hill. During his year of office he ranks as an earl; he is a Privy Councillor, and is entitled to be summoned on the death of his Sovereign; and he may claim admission to the Tower at any hour, equipped as he is with the password sent to him regularly over the King's signature.

There are four swords attached to his office—the Pearl Sword, presented by Queen Elizabeth in 1571; the Sword of State, borne before the Lord Mayor as an emblem of his authority; the Black Sword, used on fast days and at the death of any member of the Royal Family; and the Sword of Justice, which is placed before the Lord Mayor's chair at the Central Criminal Court.

Since 1660 every British Sovereign has been the Lord Mayor's guest with three exceptions—James II., owing to his holding the City Charter upon a writ of quo warranto at his accession; George IV., who was so unpopular in the City that he was never invited; and William IV., who was afraid to face the mob whose wrath was aflame over the Reform Bill.

LIBEL ACTION AGAINST THE "COMMUNIST."

The Triple Alliance split over the coal strike in April is recalled by the action for libel in the High Court, brought by Mr. Thomas, M.P., against the newspaper *Communist*. The particulars in the complaint are that the journal made allegations of treachery and stated that he was deliberately trying to betray those who were trusting him, also cartoons were published, one of which depicted a dead miner with Mr. Thomas saying "I claim the right to lay the first wreath. I killed him." Another showed Mr. Thomas at a card party pretending to partner the workers' representatives against the Government, but assisting the latter by surreptitiously passing the Joker. Another cartoon illustrated the "Last Supper," with Mr. Thomas as Judas Iscariot. Counsel for the plaintiff said that no deadlier attack against a Labour leader was possible than the accusation that he had been bought by capitalists.

THE ROYAL HOUSEHOLD.

The King, like others, is feeling the pinch of the high cost of living. He is completely reorganising his household, abolishing sinecures and placing the administration on a modern business basis. The whole control is to be centred in the Duke of Atholl, the new Lord Chamberlain, whose department will be formed on lines similar to State departments. The appointment of Lord Steward and Master of the Horse are retained nominally only, with reduced salaries; likewise other sinecure offices.

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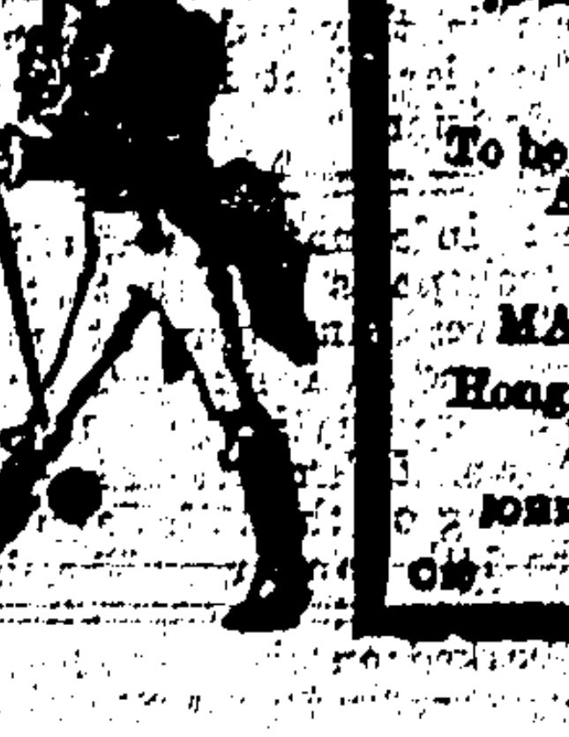

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WHEN YOUR HEAD IS DULL AND HEAVY

your tongue furred, your bowels costive, and you rise in the morning tired, with no relish for breakfast, and dreading your work, when you are racked with pains—in the head, chest, back, stomach—all over, when you feel "done-up", and "fit-for-nothing", have no appetite no energy, no interest or ambition—your stomach and liver are out of order. They need help and need it sorely. Mother Seigel's Syrup, the well-proved herbal remedy, will give just the help your stomach and liver need.

Whether your trouble is due to the weather or overwork, anxiety, or errors in diet, Mother Seigel's Syrup will speedily put you right. It will clear your head, renew your appetite, regulate your bowels, make food nourish you, and give you new strength, new energy, new life.

If you suffer from digestive disorders—from pains after eating, flatulence, acidity, headache, biliousness or constipation—why not give Mother Seigel's Syrup a trial? It is a simple matter to take 15 to 30 drops in a wineglassful of water after eating, yet in just this simple way thousands have put behind them all the miseries which arise from a disordered state of the digestive organs.

Indeed, you will find Mother Seigel's Syrup in half the homes you enter. It is used by people in shops and offices, whose digestive systems are sorely tried by the conditions under which they work. It is used by men and women whose livers are prone to become sluggish through sedentary occupations; by workers on farms and fields, exposed to all weathers; and by mothers so often tempted to rush their meals.

For fifty years, in fact, Mother Seigel's Syrup has been the friend of all sorts and conditions of men and women, and its praises are sounded the loudest by people who have had longest experience of its value in correcting stomach and liver troubles.

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This is the secret of its great success—its fifty years' solid reputation. It banishes and prevents stomach and liver troubles in a natural way and helps to keep you well. If you have any digestive disorder—any disturbance of the stomach, or sluggishness of the liver, take Mother Seigel's Syrup for a while, and you will be delighted with the result. The Syrup is sold also in Tablet form. R299. 25

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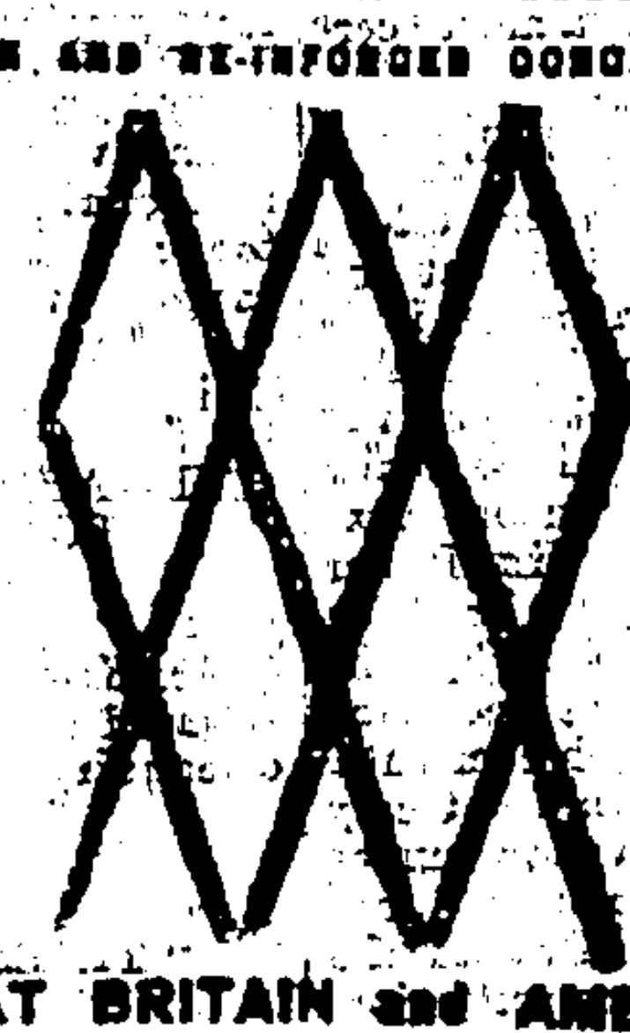

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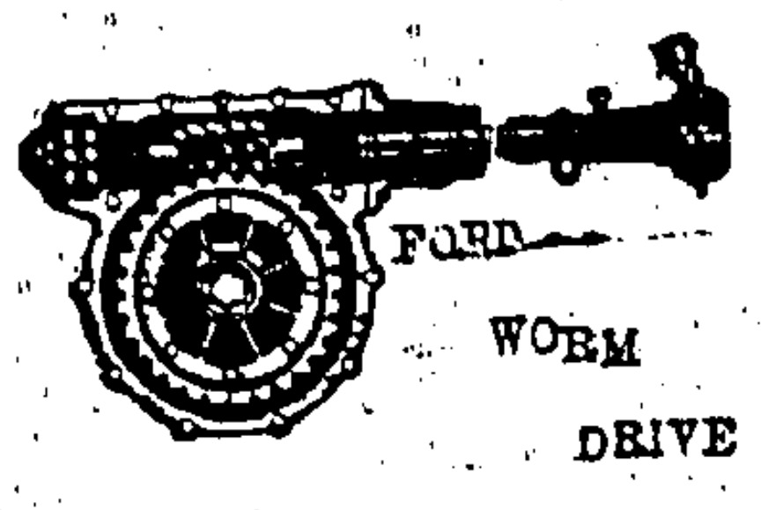

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GREAT WHITE CROSS.

MEMORIAL OF SEAMEN'S WAR SACRIFICE.

GIBRALTAR PROPOSAL.

It would probably be impossible to suggest any spot in the British Empire more suitable for the erection of a memorial to the gallant dead of the Royal Navy and Mercantile Marine who served in the war than the Rock of Gibraltar—that grand promontory which stands like a sentinel between two oceans and is passed daily by the ships of all the great nations of the earth.

The suggestion contained in the following article to place there a White Cross of Sacrifice for our sailors will appeal says the *Naval and Military Record*, with special force to the officers and men of both services, and will also, we believe, find ready acceptance among British men and women the world over.

The author of the article is Rev. R. Skiers-Mason, who has been chaplain of the Mission to Seamen at Gibraltar since 1893, and hon. canon of Gibraltar since 1905, and who, by devoted service among those who "go down to the sea in ships," is entitled to advance the proposal on their behalf.

MEMORIAL FOR ALL TIME.

The most impressive thing in France to many of us is the Great White Cross of Sacrifice in each British Cemetery in the midst of hundreds of graves of our men. There God and our dead speak to us and fill us with shame for our past and inspiration for our future.

Why should not our sailors have their White Cross of Sacrifice erected on some point of land overlooking the seas on which they died Such a Great White Cross would through centuries to come tell its moving story of sacrifice, human and Divine, to all passing sailors, whereas in fifty years' time other types of memorial would be meaningless, or mistaken for lighthouses when seen from the sea, although their long list of names would remind landsmen of what sailors suffered in the Great War. I believe, moreover, that the Great White Cross ought to be an Empire memorial of all sailors who died in the war.

Merchant sailors belonging to the Naval Reserve were by the thousand on board our men-of-war or in minesweepers. Tramp streamers, turned into armed cruisers, and often filled with high explosives and other munitions of war fought on lonely seas many a deadly duel with enemy submarines, in which the penalty of defeat was often a lingering death in an open boat.

So naval men and merchant sailors formed one great fighting force, and I feel sure they wish their dead, whose bones rest on the bed of the same oceans, to be commemorated by the same Great White Cross of Sacrifice.

Lastly, I am convinced that Europa Point, the southernmost part of Gibraltar, would be a unique site for a Great White Cross of Sacrifice.

Europa Point lies between the two seas, the Atlantic and the Mediterranean, where our sailors died in the Great War that England might live.

Every year thousands of British merchant vessels and liners either enter the bay or pass close to Europa Point to signal.

Big fleets come here several times a year, and every man-of-war entering or leaving the Mediterranean touches here.

Such a site would be acceptable to sailors from every part of the Empire, and would arouse no local jealousies.

The Rock, as long as it retains its shape, will be the symbol of Great Britain, and, as long as our Psalms and hymns are sung, will be the symbol of God.

There the Great White Cross would speak its great message of sacrifice—human and Divine—every year to hundreds of thousands of sailors and to hundreds of thousands of passengers on board the great liners Eastward bound. Both these classes need the message as much as we at home do, if they are worthily to represent England and Christ, and to be true Empire builders.

Of course, the War Graves Commission may decide to erect two Great White Crosses. In that case Europa Point would be a splendid site for the cross in commemoration of our sailors who died in the Mediterranean, and St. Catherine's Point would be a good site for the cross to commemorate our sailors who died in the Atlantic and in the North Seas.

GREAT FLOATING POPULATION.

It has been my great privilege for nearly 30 years, with a stipend of £150 a year, to be the Mission to Seamen chaplain of a wonderful parish—the Bay of Gibraltar—into which 120,000 sailors in British merchant vessels have come every year, as well as great fleet of men-of-war, for which I have organized many great temperance and self-control meetings, and against which I have played cricket for nearly 30 years, and so have got to know many naval men of all ranks. So as one of the oldest and best-known workers among sailors in the world, I have ventured to forward the above suggestions to the War Graves Commission.

What will, I hope, carry a certain amount of weight with the Commission is the fact that during the last two months I have discussed these suggestions with hundreds of merchant sailors of all ranks and with many naval officers and men and I find that there is a most wonderful agreement that the memorial should take the form of a great white cross (some 45 feet in height), and that it should be an Empire memorial to all sailors who died in the war, and that Europa Point is the finest site in the world for such a memorial.

On these three points I feel quite sure that the War Graves Commission, before coming to any final decision, will take care to obtain the views of the proper authorities in the Royal Navy and of organizations among merchant sailors like the Merchant Service Guild, Marine Engineers' Association, Sailors' and Firemen's Union, Cooks' and Stewards' Association, and Wireless Operators' Association.

(Continued at foot of next column.)

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong, 8th January, 1922, First Sunday after Epiphany.

Holy Communion (7.50 a.m.); Matins (11 a.m.); Responses, Ferial; Venite, No. 9 Martin; Psalms, 46, (Turner), 47, (Davy), 67, (Wesley); Te Deum, 3rd set; Benedictus, No. 7, Spohr; Anthem, "Sun of my Soul," Turner; Hymn, 76; Sevenfold Amen.

N.B.—Psalm 46, verses 1, 7, 11, G. P. in unison; Psalm 47, verses 1, 5, 6, G.P. in unison.

Holy Communion (12 noon.) Litany (12 noon.) Evensong (6 p.m.) Responses, Ferial; Psalm, 19, 20; Magnificat, 10, Hopkins; Nunc Dimittis, 6, Lloyd; Hymns, 79, 81, 477. [114

UNION CHURCH, (Kennedy Road):—Sunday Services January 8th.
Morning at 11 a.m. Evening at 6 P.M.
Preacher at both Services: Rev. T. W. Scholes, M.A. 115

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road. Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [193

WEATHER REPORT.

January 6th, at 12.29. — Pressure has decreased considerably over N.E. Japan and slightly at Vladivostock. It has increased slightly from Shanghai to Hongkong and is nearly stationary over the Philippines. Another anticyclone has formed over N. China.

Fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.60 inches, against an average of 0.12 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	N.E. winds, fresh; fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 6th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	30.14	30.21	30.16
Temperature ...	68	56	68
Humidity ...	61	72	55
Wind Direction	E.	N.	W.
" Force ...	2	2	2
Weather... ...	b	o	b
Rain	0.00	0.00	0.00

Highest open-air Temperature on 5th ... 69
Lowest open-air Temperature on 6th ... 55

HONGKONG TIDE TABLE.

From 7th to 13th January, 1922.

Days of Week.	Days of Month.	HIGH WATER. H'kong Standard Time. h. m.	HIGH WATER. Height. ft. in.	LOW WATER. H'kong Standard Time. h. m.	LOW WATER. Height. ft. in.
Satur	7	m 2 32	4 7	m 9 37	9 9
		4 35 a	5 5	11 44 a	3 6
Sun.	8	m 4 17	4 3	m 10 22	3 0
		5 13 a	6 0		
Mon.	9	m 5 55	4 2	m 0 48	2 9
		5 52 a	6 5	m 11 6	3 1
Tues.	10	m 7 10	4 1	m 1 33	2 2
		6 33 a	7 0	m 11 52	3 1
Wed.	11	m 8 9	4 2	m 2 13	1 6
		7 18 a	7 5	0 40 a	3 1
Thur.	12	m 8 59	4 4	m 2 52	1 0
		8 1 a	7 9	1 31 a	2 9
Fri.	13	m 9 47	4 5	m 3 31	0 5
		8 48 a	8 3	2 23 a	2 8

IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortable and secure that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years." Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central.—ADVT. [562

THREE IMPORTANT POINTS.

I feel equally sure that on the same three points they will gladly welcome written expressions of opinion from societies working among sailors like the Missions to Seamen, British and Foreign Sailors' Society, Gibralter Diocesan Mission to Seamen; from individuals having special knowledge of seamen like shipowners and clergymen of all denominations working in certain parts of our seaport towns, and specially from those who have lost relations during the war in the Royal Navy or in the mercantile marine, and I hope as a result of this letter many such leters will be written stating quite frankly what the writers think on the three points which have been touched upon, as such letters would be a very great help to the Commission in their very difficult task.

It is important to select the best site out of several good ones, but it is of primary importance that the graves of our sailors, as of our soldiers, should be marked by the great Christian symbol.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI, MOJI & KOBE	"NAMSANG"	Sun.,	8th Jan., Noon.
BANGKOK via SWATOW	"YATSHING"	Mon.,	9th Jan., 10 A.M.
SHANGHAI via SWATOW	"KOONSHING"	Tues.,	10th Jan., D'light.
HAIPHONG via HOIHOW	"LOKSANG"	Tues.,	10th Jan., 10 A.M.
STRAITS & CALCUTTA ...	"CHAKSANG"	Wed.,	11th Jan., 3 P.M.
SHANGHAI via SWATOW	"YUENSANG"	Fri.,	13th Jan., Noon.
SANDAKAN...	"MAUSANG"	Wed.,	18th Jan., Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.
BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "CHAKSANG" will be despatched on or about Tuesday, 11th Jan., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

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Joint Service of Steamers.
U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENADE"	22nd Jan.
M.V. "GLENAMOY"	31st Jan.
M.V. "GLENTARA"	15th Feb.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAVY"	28th Jan.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENLUCE" ...	8th Feb.	LONDON, ROTTERDAM, ANTWERP & HAMBURG
S.S. "GLENSHANE"	19th Feb.	GENOA, LONDON, ROTTERDAM & HAMBURG

Movements are subject to change without notice.
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CAPITAL PAID-UP ... Y20,000,000
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Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management:—
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Two steamers of about 6,400 tons deadweight each.
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No. 8, Bund Kobe
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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
[illegible]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1921
With INDEX, Price $7.50.
On sale at the Hongkong Daily Press Office

SHIPPING NEWS

ARRIVALS.

January 5th.

Anjer, Dutch str., 3,738 tons, Capt. J. J. Bulsing, from Rotterdam, with sugar.—J.C.J.L.

Banyei Maru No. 9, Japanese str., 800 tons, Capt. Wakamatsu, with coal.—Y. Sato & Co.

Kiangsu, British str., 1,554 tons, Capt. J. G. Carnaghan, from Saigon, with rice.—B. & S.

Tsuruga Maru, Japanese str., 3,284 tons, Capt. Y. Mashkumi, from Liverpool and Singapore,—with a general cargo.—N.Y.K.

January 6th.

Chekiang, British str., 1,313 tons, Capt. F. M. Dillon, from Canton, with a general cargo.—B. & S.

Egremont Castle, British str., 3,342 tons, Capt. J. Cann, from Shanghai, with a general cargo.—Dodwell & Co.

Haimun, British str., 641 tons, Capt. C. E. Page, from Haiphong and Hoihow, with a general cargo.—Po Shun S.S. Co.

Himalaya Maru, Japanese str., 3,187 tons, Capt. T. Tsuji, from Haiphong, with a general cargo.—O.S.K.

Hok Canton, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

Hong Hwa, British str., 1,924 tons, Capt. A. Mackenzie, from Penang and Singapore, with a general cargo.—Seng Soon Hong.

Kaifong, British str., 987 tons, Capt. J. D. Milne, from Haiphong and Hoihow, with a general cargo.—B. & S.

Kwanglee, Chinese str., 1,468 tons, Capt. G. L. Crawford, from Canton, with a general cargo.—C.M.S.N. Co.

Kwongsang, British str., ,418 tons, Capt. W. F. Bichard, from Canton, with a general cargo.—J.M. & Co.

Namsang, British str., 4,035 tons, Capt. R. J. Anderson, from Calcutta and Singapore, with a general cargo.—J.M. & Co.

Saga Maru, Japanese str., 1,432 tons, Capt. R. Kikuchi, from Karatsu, with coal.—Y.K.K.

Singan, British str., 1,047 tons, Capt. Jeune, from Canton, with a general cargo.—B. & S.

Sunning, British str., 1,750 tons, Capt. J. Meathrie, from Canton, with a general cargo.—B. & S.

Tjilaroem, Dutch str., 3,667 tons, Capt. A. de Lange, from Batavia, with a general cargo.—J.C.J.L.

Yatshing, British str., 1,424 tons, Capt. J. McAinsh, from Bangkok and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

January 6th.

Amherst, for Hoihow.
Foochow, for Port Courbet.
Haiching, for Swatow.
Kalgan, for Swatow.
Kwanglee, for Shanghai.
Kwongsang, for Swatow.
Loongsang, for Manila.
Torila, for Amoy.

PASSENGERS.

ARRIVALS.

Per s.s. *Namsang*, on January 7th:—Mr. and Mrs. E. W. Lewis, Rev. and Mrs. Gowenloch and child, Mr. P. Goodrich.

THE DISTRIBUTION OF JAPANESE SHIPPING.

According to the returns of the Ministry of Communications, Japanese ships of 1,000 tons and up were engaged in various services at the end of November as follows:—

Service.	Number of ships.	Tonnage.
Adjacent seas	266	622,000
Vladivostock	17	37,000
Korea	23	44,000
North China	67	151,000
Central China	29	67,000
Formosa	21	67,000
Yangtsze	12	30,000
South China	30	71,000
Oceania	17	62,000
Java	20	73,000
Straits Settlements	25	78,000
India	47	230,000
Australia	6	29,000
Europe	60	379,000
North America (East Coast)	32	195,000
Central America	5	28,000
South America (East Coast)	10	57,000
South America (Wst Coast)	6	48,000
North America (West Coast)	50	356,000
Under charter to foreign ship-owners	13	45,000
Others	38	99,000
Total	794	2,778,000

SHIPPING MOVEMENTS.

The s.s. *Helenus* (Blue Funnel line) left Shanghai on January 6th for London, Rotterdam and Hamburg, and is due at Hongkong on January 9th. She will sail as above, on January 10th.

The s.s. *Oanfa* (Blue Funnel line) left Shanghai on January 6th for Boston and New York, and is due at Hongkong on January 9th. She will sail, as above, on January 10th.

The China Mail s.s. *Nile* will sail from Hongkong for Singapore and Batavia on Monday, January 9th, at 2 p.m. instead of 3 p.m. as previously advised.

The E. & A. Co.'s s.s. *Arafura* left Moji for this port on the 5th inst., and is due here on the 10th inst. at about daylight.

The R.M.S. *Empress of Japan* arrived at Yokohama on January 5th, at 1 p.m., left there on January 6th, at 6 a.m. and is due at Hongkong on January 13th, at 6 a.m.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due January 10th.
Calchas (Blue Funnel), due Jan. 10th.
China (China Mail), due January 9th.
City of Manchester ("Ellerman Line), due January 9th.
Empress of Japan, due January 13th.
Eurylochus (Blue Funnel line), due 8th inst.
Genoa Maru (N.Y.K.), due January 14th.
Inaba Maru (N.Y.K.), due January 19th.
Japan (B.I.), due January 11th.
Keemun (Blue Funnel line), due 9th inst.
Maycbashi Maru (N.Y.K.), due Jan. 31st.
Nagano Maru (N.Y.K.), due Jan. 7th.
Nagoya (P. & O), due January 15th.
Phemius (Blue Funnel), due Jan. 17th.
St. Albans (E. & A.), due January 16th.
Suwo Maru (N.Y.K.), due January 8th.

SHIPPING NOTES.

A Netherlands Indies cable to Singapore says the Royal Packet Company is reducing the wages of all its personnel by ten per cent., beginning from February 1st. The Union of Captains and Mates is protesting, and action is expected.

The world's speed record for any liner since the beginning of the war was achieved by the *Aquitania* during the last portion of her eastbound voyage from New York. A speed of 26.66 knots was attained or over thirty land miles per hour. Eighteen months ago the *Aquitania* was converted from coal to oil.

Behind the decision of the Management Committee of the Imperial Merchant Guild to contribute the sum of £1,250 from the funds of the Guild to the Masters' and Officers' 1919 Relief Fund lies a tragedy which can only by appreciated by those in close touch with the shipping industry in this country. Owing to the present depression in shipping over 2,000 Masters and Officers of the Merchant Service are out of employment. Every one of one these men did yeoman service during the war and the irony of the situation as it stands to-day lies in the fact that these men are faced with the peril from which they saved others. Many of them have been out of employment for from twelve months to over two years and with their savings gone, the outlook is black indeed.

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Sailing from Hongkong.
FOR HAIPHONG via Hoihow & Pakhoi—
S.S. "TAIKWA-MARU" ... ... on or about 19th Jan.
FOR KEELUNG via Swatow & Amoy
S.S. "HOZUI MARU" ... ... on or about 19th Jan.
For further particulars, please apply to—
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	From Hongkong		Due Vancouver			From St. John		Due Liverpool	
Monteagle	Jan.	17	Feb.	10	Melita	Feb.	17	Feb.	24
E. Japan	Feb.	8	Mar.	1	Minnedosa	Mar.	10	Mar.	17
E. Russia	Feb.	23	Mar.	13	Metagama	Mar.	24	Mar.	31
E. Asia	Mar.	23	April	10	E. Britain	Apr.	22	Apr.	28
Monteagle	Mar.	28	Apr.	18	E. Scotland	May	4	May	12
E. Japan	Apr.	5	Apr.	26	E. Scotland	May	4	May	12
E. Russia	Apr.	20	May	8	E. France	May	16	May	24
E. Asia	May	18	June	5	E. France	June	13	June	21
Monteagle	May	27	June	20	E. France	June	27	July	5

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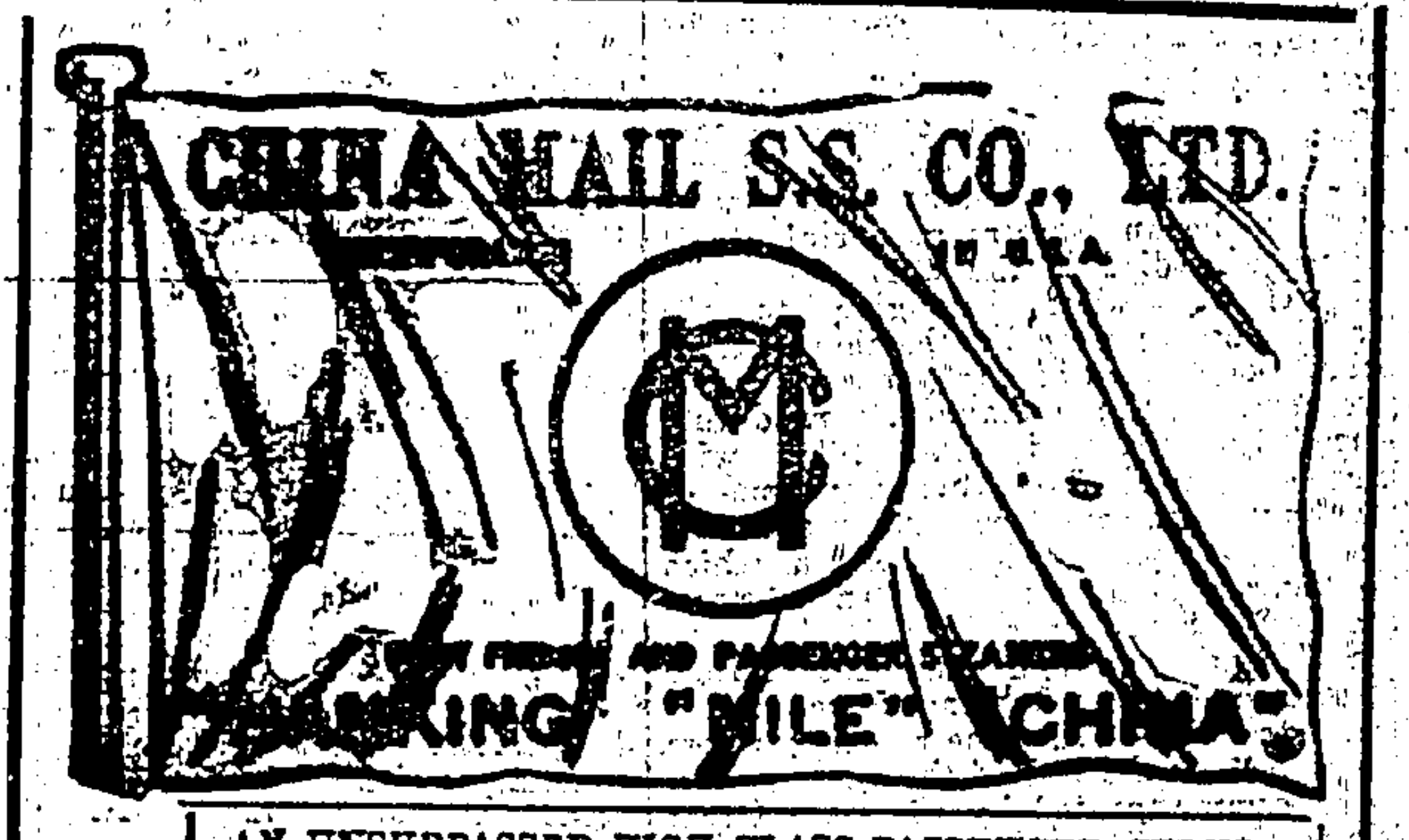

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January 9th.

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For BATAVIA, SAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.
"MACASSAR MARU" sailing on or about 10th Jan.
"SAMARANG MARU" sailing on or about 24th Jan.
For MOJI, KOBE, OSAKA and YOKOHAMA:
"BORNEO MARU" sailing on or about 13th Jan.
"CHERIBON MARU" sailing on or about 1st Feb.
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VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS		LEAVE HONGKONG
† SIBERIA MARU	20,000		Jan. 31st.
TENYO MARU	22,000	(omit call at Keelung)	Feb. 16th.
KOREA MARU	...	(omit call at Keelung)	Feb. 24th.
SHINYO MARU	22,000		Mar. 8th.
PERSIA MARU	9,000	(omitting call at Keelung and Shanghai)	Mar. 29th

† Calling at Dairen and omitting call at Keelung.

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VIA JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS.	TONS	LEAVE HONGKONG
* GINYO MARU	15,000	Feb. 26th.
ANYO MARU	18,500	Mar. 31st.
SEIYO MARU	14,000	May 13th.

* Omit Manila
For full information regarding passenger freight and sailings, apply to—
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	LEAVE HONGKONG	ARRIVE SAN FCISCO
S.S. "HOOSIER STATE"	Jan. 21st, Noon	Feb. 13th.
S.S. "GOLDEN STATE"	Feb. 13th	Mar. 13th.
S.S. "EMPIRE STATE"	Mar. 15th	Apr. 7th.

SHANGHAI-CALCUTTA SERVICE
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S.S. "CADDOPEAK" ... Jan. 10th.
FOR HAIPHONG.
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Freight and Passenger.
S.S. "LAKE FAULK" ... Jan. 19th.
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N. Y. K.
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VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
SUWA MARU (calling Manila) ... ... Saturday, 14th Jan., at 11 a.m.
FUSHIMI MARU ... ... Wednesday, 8th Feb., at 11 a.m.
KATORI MARU (Nagasaki direct) ... Saturday, 4th Mar., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez and Port Said
YOSHINO MARU ... ... Tuesday, 17th Jan., at 11 a.m.
MISHIMA MARU ... ... Tuesday, 24th Jan., at 11 a.m
SADO MARU ... ... Friday, 3rd Feb., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.
LIMA MARU ... ... Thursday, 19th Jan.
MATSUMOTO MARU ... ... Tuesday, 7th Feb.

LIVERPOOL via MARSEILLES.
MALACCA MARU ... ... Thursday, 9th Feb.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... ... Tuesday, 17th Jan., at 11 a.m.
AKI MARU ... ... Tuesday, 14th Feb, at 11 a.m.

NEW YORK, VIA PANAMA & CUBAN PORTS.
TAKETOYO MARU ... ... End of Jan.

NEW YORK via Suez.
TSUYAMA MARU ... ... Sunday, 8th Jan.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KANAGAWA MARU ... ... End of Mar.

BOMBAY via Singapore, Penang and Colombo,

CALCUTTA via Singapore, Penang & Rangoon.
NAGANO MARU ... ... Monday, 9th Jan.
TATSUNO MARU ... ... Tuesday, 24th Jan.

NAGASAKI KOBE & YOKOHAMA.
AKI MARU ... ... Wednesday, 11th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TSURUGA MARU (calling Kure) ... Friday, 6th Jan.
KITANO MARU ... ... Saturday, 7th Jan., at 4 p.m.
GENOA MARU (omitting Shanghai) ... Sunday, 15th Jan.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293 K. H. KAMEI, Manager.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

s.s.	"CITY OF BOSTON" ...	20th Jan.	London, Rotterdam & Hamburg
s.s.	"CITY OF MANCHESTER" ...	17th Feb.	Marseilles, London, R'dam. & H'burg.
s.s.	"CITY OF TOKIO" ...	24th Feb.	London Rotterdam & Hamburg

PASSENGER SERVICE

s.s.	"CITY OF MANCHESTER"	8th Jan.	Shanghai, Kobe, Yokohama
s.s.	"CITY OF MANCHESTER"	17th Feb.	Marseilles London, Rotterdam & Hamburg
s.s.	"CITY OF SIMLA"	Middle March	do.
s.s.	"CITY OF CALCUTTA" ...	10th May	do.

Subject to change without notice.

For particulars of freight and passage rates apply to:—

THE BANK LINE, LTD.,
or Reiss & Co., Canton
General Agents.
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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"CANFA" ...	...	via Suez Canal... ...	10th Jan. 1922
"CITY OF CAMBRIDGE	...	via Suez Canal... ...	20th Jan.
"CITY OF DURHAM"	...	via Suez Canal... ...	30th Jan.
"KEEMUN" ...	...	via Suez Canal... ...	10th Feb.

* Calls at Boston if sufficient inducement offers,

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON REISS & CO. CANTON.
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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"CAP ARCONA" ...	15,000 ...	On or about 10th Jan.
MARSEILLES via HAIPHONG, ST. SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID... ...	"PORTHOS ...	20,000 ...	On or about 15th Jan.

For full particulars regarding sailings, etc., apply to—

M. BODENFUHRER.
Acting Agent,
Queen's Building
Telephone 749

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILOONG"	Capt. W. Cooper	TUESDAY,	Jan. 10th, at 12 Noon
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	Jan. 13th, at 12 Noon.
"HAICHING"	Capt. J. S. Thomson	TUESDAY,	Jan. 17th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,200	14th Jan.	S'pore Colombo & Bombay
"EGYPT"	7,941	18th Jan.	B'bay., Marseilles, L'don. & Antp.
"KASHMIR"	8,841	1st Feb.	Marseilles, London & Antwerp
"NAGOYA"	6,854	15th Feb.	do.
"KASHGAR"	8,840	1st Mar.	do.
"SICILIA"	6,700	14th Mar.	Singapore, Colombo & Bombay
"KHIVA"	9,017	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,092	29th Mar.	do.
"NOVARA"	6,850	12th Apr.	do.
"KALYAN"	8,987	26th Apr.	do.
"PLASSY"	7,346	10th May	do.
"DONGOLA"	8,000	24th May	do.

BRITISH INDIA - APCAR SAILINGS (South

"GREGORY APCAR"	7,000	16th Jan.	Calcutta via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ‡	[illegible]	[illegible]th Jan. 5 p.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

‡ Calls at Sebatti.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA."	5,[illegible]	7th Jan. 10 a.m.	Shanghai and Kobe.
"JAPAN"	[illegible]500	13th Jan.	Yokohama and Shanghai.
"ST. ALBANS"	[illegible]	17th Jan.	Yokohama direct.
"NAGOYA."	7,0[illegible]	18th Jan.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.
[1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.
"ARGUN MARU" (omitting Marseilles)... Tuesday, 17th Jan.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE
"CANADA MARU" ... ... Friday, 13th Jan.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"JAVA MARU" ... ... Tuesday, 17th Jan.
"MALAYA MARU" ... ... Wednesday, 1st Feb.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.
"KISHU MARU" ... ... Wednesday, 1st Feb.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" ... ... Friday, 20th Jan.
"MANILA MARU" ... ... Thursday, 2nd Feb.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
HAGUE MARU" ... ... Wednesday, 18th Jan.

NEW ORLEANS LINE via SUEZ.
"HAMBURG MARU" ... ... Friday, 10th Mar.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"HIMALAYA MARU ... ... Sunday 8th Jan.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"KAIJO MARU" ... ... Sunday, 8th Jan.

TAKAO via SWATOW & AMOY
"BOSHU MARU" ... ... Thursday, 12th Jan.

For sailing dates and further particulars please apply to—

Y. YASAUDA, Manager,
Tel. Nos. 144 & 745 No. 1, Queen's Building. 29

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Sidney & Melbourne via Port	Lv. Hongkong for Australia
"TAIYUEN"	About 14th Jan.	About 16th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE Agents. 79

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail.	
HONGAY	"NINGPO" ...	On 7th Jan.,	Noon.
PORT WALLUT...	"FOOCHOW"	On 7th Jan.,	Noon.
HAIPHONG...	"LIANGCHOW"	On 7th Jan.,	Noon.
SHANGHAI & TSINGTAO...	"CHEKIANG"	On 7th Jan.,	4 P.M.
SWATOW SHANGHAI & PUKOW	"CHENAN" ...	On 8th Jan.,	10 A.M.
PAKHOI & HAIPHONG...	"KAIFONG" ...	On 10th Jan.,	10 A.M.
SWATOW & BANGKOK ...	"CHUSAN" ...	On 10th Jan.,	10 A.M.
SHANGHAI	"SUIYNAG"	On 10th Jan.,	Noon.
SWATOW & SINGAPORE...	"KWEIYANG" ...	On 10th Jan.,	Noon.
SHANGHAI... ...	"SINKIANG" ...	On 12th Jan.,	Noon.
SHANGHAI & TSINGTAO ...	"SOOCHOW" ...	On 14th Jan.,	4 P.M.
SWATOW, SHANGHAI & PUKOW ...	"LINAN" ...	On 15th Jan.,	10 A.M.

☞ **SHANGHAI LINE**—PASSENGER, MAILS and CARGO Excellent Saloon accommodation Amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ **BANGKOK LINE**—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 22, BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers.

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE
From Hongkong Arrive Seattle

FREIGHT & PASSENGER SERVICE.

						arrived Seattle
S.S.	"PINETREE STATE"	...	" "	Seattle Jan. 12th.	"	Jan. 31st.
S.S.	"WENATCHEE"	...	" "	Manila Jan. 16th.	"	
S.S.	"WENATCHEE"	...	" "	Seattle Jan. 26th.	"	Feb. 14th.
S.S.	"BAY STATE"	...	" "	Manila Jan. 30th.	"	
S.S.	"BAY STATE"	...	" "	Seattle Feb. 9th.	"	Feb. 28th.

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

5th Floor, Union Building, Telephone 2477 & 2478.
Passenger Office, Queen's Building, 2, Ice House St.
65

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

S.S.	"C. LYMONT"	Jan. 8th.
S.S.	"LAKE FARRAR"	Jan. 13th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building. Telephones 2477 & 2478.
Passenger Office, Queen's Building, 2, Ice House St.
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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SURUGA" ... ... 1st half Jan. 1922.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES. INC.,

THE ADMIRAL LINE
AGENTS
Telephone 2477 & 2478 5th Floor Union Building

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON
and/or
NEW YORK

S.S. "MOORISH PRINCE" ... ... (via Suez) 12th Jan.

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED
Incorporated in Great Britain
St. George's Building.
Telephone 2155.
Telegrams "Furnprince"

POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DUE
STRAITS	*Kitano Maru*	7th inst.
SHANGHAI	*Suiyang*	8th inst.
JAPAN	*Nagano Maru*	8th inst.
U.S.A. JAPAN and MANILA	*Taiyo Maru*	8th inst.
JAPAN and SHANGHAI	*Suwa Maru*	8th inst.
U.S.A. Japan and SHANGHAI	*China*	8th inst.
JAPAN	*Arafura*	10th inst.
EUROPE via Suez (Letters and Papers London 8th Dec.)	*Glenfalloch*	10th inst.
AUSTRALIA, and MANILA	*Aki Maru*	10th inst.
BOMBAY AND STRAITS	*Genoa Maru*	14th inst.

OUTWARD MAILS.

FOR	PER	DATE
Hoihow	*Amherst*	Saturday, 7th, 9.00 A M
Amoy, *Shanghai, *North China, &*Japan	*Torilla*	Saturday, 7th, 9.00 A M
*Shanghai *N. China and *Japan	*Tsuruya Maru*	Saturday, 7th, 11.00 A M
Japan	*Achilles*	Saturday, 7th, 1.00 P M
Shanghai, N. China & Japan	*Kitano Maru*	Saturday, 7th, 3.00 P M
*Shanghai and *North China	*Chekiang*	Saturday, 7th, 3.00 P M
~~Shanghai, North China and Japan~~	~~*Yamsang*~~	~~Saturday, 7th, 3.00 P M~~
Swatow, Amoy and Keelung	*Kaijo Maru*	Sunday, 8th, 9.00 A M
*Swatow, *Shanghai, and *N. China	*Chenan*	Sunday, 8th, 9.00 A M
Haiphong	*Liangchow*	Sunday, 8th, 9.00 A M
Shanghai, N.C. Dairen and Japan	*Himalaya Maru*	Monday, 9th, 11.00 A M
Straits, *Bangkok and Batavia	*Nile*	Monday, 9th, 1.00 P M
Philippine Islands *Straits *Bangkok *Egypt & *Europe via MARSEILLES	*Eurylochus*	Monday, 9th, 2.00 P M
Straits & *Bangkok	*Van Overtraten*	Monday, 9th, 2.00 P M
Swatow	*Hydrangea*	Monday, 9th, 2.30 P M
*Swatow, *Shanghai & *North China	*Koonshing*	Monday, 9th, 5.00 P M
Hoihow & *Haiphong	*Loksang*	Tuesday, 10th, 9.00 A M
*Swatow and Bangkok	*Unwan*	Tuesday, 10th, 9.00 A M
Saigon	*Phranang*	Tuesday, 10th, 9.00 A M
Pakhoi and Haiphong	*Kaifong*	Tuesday, 10th, 9.00 A M
*Straits *Bangkok and *Egypt	*Egremont Castle*	Monday, 9th, 2.00 P M
Philippine Is., *Straits, *Bangkok, &*Egypt	*Oanfa*	Tuesday, 10th, 11.00 A M
Shanghai, and North China	*Suiyang*	Tuesday, 10th, 11.00 A M
*Swatow, *Straits and *Bangkok	*Kweiyang*	Tuesday, 10th, 11.00 A M
Swatow, Amoy, and Foochow	*Hailoong*	Tuesday, 10th, 11.00 A M
*Philippine Islands	*Taming*	Tuesday, 10th, 11.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi Egypt and *EUROPE via SUEZ	*Helenus*	Tuesday, 10th, 1.30 P M
Japan	*Aki Maru*	Wednesday, 11th, 10.00 A M
Straits, Bangkok, Calcutta and Aden	*Chakdina*	Wednesday, 11th, 2.00 P M
Philippine Islands, Australia, New Zealand via Brisbane	*Arafura*	Wednesday, 11th, Registration 2.45 P M Letters 3.30 P M
Shanghai, North China, Japan, Canada, United States, Central and South America and *EUROPE via VICTORIA B.C.	*Pine Tree State*	Wednesday, 11th, Registration 5.00 P M Letters 5.00 P M
Shanghai and North China	*Sinkiang*	Thursday 12th, 11.00 A M
Swatow, Amoy and Foochow	*Haihong*	Friday, 13th, 11.00 A M
Shanghai and N. China	*Soochow*	Saturday, 14th, 3.00 P M
Philippine Islands, *Shanghai, *North China, *Japan, *Canada, U.S.A., *Central, and *South America and *EUROPE via VICTORIA, B.C.	*Suwa Maru*	Saturday, 14th, Registration 8.45 A M Letters 9.30 A M
*Swatow *Shanghai and *North China	*Linan*	Sunday, 15th, 9.00 A M
Philippine Is., Sandakan, *Australia, and *New Zealand, via Thursday Is.	*Taiyuen*	Monday, 16th, Registration 1.45 P M Letters 2.30 P M
Philippine Islands	*Wenatchee*	Monday, 16th, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, *Egypt and *EUROPE via MARSEILLES	*Yoshino Maru*	Tuesday, 17th, Registration 8.15 A M Letters 9.00 A M
Philippine Is., Australia and New Zealand, via Thursday Island	*Nikko Maru*	Tuesday, 17th, Registration 8.15 A M Letters 9.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLES The Parcel Mail will be closed on Tuesday, 17th inst. at 5 P.M.	*Egypt*	Wednesday, 18th, Registration 8.45 A M Letters 9.30 A M
Sandakan	*Mowang*	Wednesday, 18th, 11.00 A M
Shanghai and N. China	*Inaba Maru*	Friday, 20th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. *Africa, India via Dhanushkodi and EUROPE via MARSEILLES	*Mishima*	Tuesday, 24th, Registration 8.45 A M Letters 9.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"HELENUS"	10TH JAN.	London, Rotterdam & Hamburg
"TEUCER"	17TH JAN.	London, Amsterdam & Antwerp.
"CYCLOPS"	31ST JAN.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"EURYLOCHUS"	9TH JAN.	Marseilles, Havre and Liverpool
"EURYPYLUS"	19TH JAN.	Genoa Marseilles & Liverpool
"NELEUS"	1ST FEB.	Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PROTESILAUS"	31ST JAN.	Victoria, Seattle & Vancouver.
"IXION"	21ST FEB.	
"TALTHYBIUS"	14TH MAR.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"OANFA"	10TH JAN.	via Suez.
"KEEMUN"	10TH FEB.	via Suez

PASSENGER SERVICE

"PYRRHUS"	3RD FEB.	for Shanghai and Japan.
"PYRHUS"	7TH MAR.	for Singapore & London.
"MENTOR"	21ST MAR.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
AGENTS.

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COMMERCIAL

OPENING QUOTATIONS.

6th, January, 1922.

ON LONDON.—	
Telegraphic Transfer	2/7½
Bank Bills, on demand	2/7⅝
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	2/7⅞
Credits, at 4 months' sight	2/8⅛
Documentary Bills, 4 m/s' sight	2/9⅛
ON PARIS.—	
Bank Bills, on demand	630
Credits, 4 months' sight	740
ON NEW YORK.—	
Bank Bills, on demand	54⅜
Credits, at 60 days' sight	57⅜
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	196
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	196
ON SHANGHAI.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	113½
ON MANILA.—On demand—Pesos	113
ON SINGAPORE.—On demand	112½
ON BATAVIA.—On demand	149⅜
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand	89
SOVEREIGNS, Bank's Buying Rate	$ 7.45 n.
GOLD LEAF 100 fine, per tael	
BAR SILVER per oz.	34½

		Per cent.	
Hongkong	10 cent piece	$1.30	Premium
Hongkong	20 "	0.50	Discount
Canton	20 "	16.80	"
Canton	10 "	0.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $21,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:
G. T. M. EDKINS, Esq.—Chairman.
G. M. DODWELL Esq.—Deputy Chairman.

D. G. M. Bernard, Esq.	E. V. D. Parr, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
P. H. Holyoak, Esq.	J. A. Plummer, Esq.
Hon. Mr. A. O. Lang.	H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, January 1st, 1922 [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital	...F. 100,000,000	£8,333,333
Paid-up Capital	...F. 80,000,000	£6,666,666
Reserve Fund	...F. 18,979,240	£1,581,604
Special Reserve	...F. 40,160,000	£3,346,667

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.

Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaja
Bombay	Padang	Soerakarta (Solo)
Calcutta	Palembang	
Cheribon	Pekalongan	Tebing Tinggi (Deli)
Djember	Penang	
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial, and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP
Agent.

Hongkong, December 28th, 1921. 120

BANQUE DE L'INDO-CHINE (FRENCH BANK).

HEAD OFFICE: 15bis Rue Laffitte, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital ......Frs. 68,400,000.00
Reserves Funds ......Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas Crédit Industriel et Commercial Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK & Co. MorganJ. P. French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921 61

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C. HONGKONG.
Established 1919.
AUTHORISED CAPITAL $10,000,000.00
PAID-UP CAPITAL 5,000,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman,

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong
Mr. Fung Ping Shan,	Mr. Wong Yun Tong,
Mr. P. K. Kwok,	Mr. Chan Ching Shek,
Mr. Ng Chang Luk,	Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON, PARIS,	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA
CALCUTTA	BOMBAY

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 month at the rate of 3 per cent, per annum
For 6 month at the rate of 4 per cent, per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, September 1st, 1921.

THE MERCANTILE BANK OF INDIA Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital... ... ... £1,050,000
Reserve Fund £1,100,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong. April 26th, 1921 [42

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 8,607,678.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:— 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Companny New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE PEI.
Manager.

Hongkong, September 1921. 68.

THE INDUSTRIAL & COMMERCE BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 72

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.,
LIMITED.
TOKYO, JAPAN.

SOLE AGENTS.
MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

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KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

9th January. 1922.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,
Agents.

Telephone No. 1574.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital ... ... U.S. $4,000,000
Surplus, over ... ... U.S. $2,000,000

HEAD OFFICE:
NEW YORK.

BRANCH:
SAN FRANCISCO

Head Office for the Orient,
SHANGHAI

BRANCHES:

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

D. M. BIGGAR,
Manager.

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THE BANK OF TAIWAN, Limited.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter. 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up). ... ... " 45,000,000
Reserve Funds ... ... " 11,080,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan Takow Tamsui Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
8, Des Voeux Road
Hongkong, October 1st 4

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU.
Chief Manager.

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THE CHINA SPECIE BANK LTD.

HEAD OFFICE
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM

Chief Manager... ...Mr. L. S. HOLUM
Asst. Manager... ...Mr. K. T. WONG
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 3 per cent., 4 per cent., and 6 per cent., per annum, respectively.

L. S. HOLUM
Chief Manager

Hongkong, October 2nd, 1920. 90

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